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DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATION BILL, 1985

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Mr. ANDREWS, from the Committee on Appropriations, submitted the following

REPORT

[To accompany S. 2852]

The Committee on Appropriations herewith reports an original bill (S. 2852) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1985, and for other purposes, and presents information relative to its recommendation.

AMOUNTS OF NEW BUDGET (OBLIGATIONAL AUTHORITY) FOR FISCAL YEAR 1985

Amount of bill reported by the House	$11,783,772,584
Amount of bill as reported to Senate	11,658,231,584
Amount of budget estimates, 1985	11,783,836,584

5183-8

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EXPLANATORY NOTE

The Committee notes that H.R. 5921, the Transportation and Related Agencies appropriations bill as reported June 22, 1984, by the House Committee on Appropriations, has not passed the House.

Rather than delay action until receipt of the House-passed measure, the Committee on Appropriations is recommending an original Senate measure. However, so as to provide the Senate as full a comparative explanation as possible of Committee recommendations in both bodies, the report makes comparisons to those items and funding levels contained in H.R. 5921.

SUMMARY OF MAJOR RECOMMENDATIONS

The major items contained in the bill include:

1. The appropriation of $1,740,000,000 for the operating expenses of the Coast Guard;
2. The appropriation of $344,500,000 for the capital acquisition, construction, and improvement programs of the Coast Guard;
3. A total of $2,691,500,000 for operations and headquarters administration of the Federal Aviation Administration;
4. A total of $1,492,000,000 for facilities and equipment of the Federal Aviation Administration;
5. A provision providing for obligations of not to exceed $987,000,000 for airport development and planning grants;
6. An obligation limit of $13,550,000,000 for Federal-aid highways;
7. An obligation limitation of $100,000,000 for the State and community highway safety grants, and $50,000,000 for alcohol safety incentive grants;
8. The appropriation of $700,000,000 for grants to the National Railroad Passenger Corporation (Amtrak);
9. An obligation ceiling of $1,120,000,000 for mass transit capital grants; and
10. The appropriation of $250,000,000 for interstate transfer grants transit.

TOTAL OBLIGATIONAL AUTHORITY PROVIDED—GENERAL FUNDS AND TRUST FUNDS

In addition to the appropriation of $11,658,231,584 in new budget authority for fiscal year 1985, large amounts of obligational authority are provided by law without consideration by the annual appropriations process. The principal items in this category are the trust funded programs for Federal-aid highways, for the mass transit capital fund, and for airport development grants. For fiscal year 1985, estimated obligations for such programs approach $16,000,000,000.

The obligation limitations included in appropriation language for FAA, Coast Guard, FHWA, NHTSA, and UMTA assume continuation of the long-standing DOT practice and congressional intent that, for purposes of applying the obligation limitations, transactions involving recovery and reobligation of amounts originally obligated in prior years be netted against each other to eliminate their effect on the current year program level.

TRANSPORTATION ISSUES

The Federal investment in transportation benefits every citizen by linking producers to consumers and by providing the personal mobility integral to our standard of living. Over the past 2 years, landmark transportation legislation has been enacted to increase the Federal investment in highways, aviation, and transit systems, primarily through the use of fees paid by prime beneficiaries of those systems. The Committee has continued to monitor implementation of this legislation.

As in years past, balance between the modes of transportation has been reviewed by the Committee. Fulfillment of Federal transportation commitments has been maintained, in part, through reinvestment of user fees, which comprise 72 percent of the Department of Transportation's requested budget.

Aviation programs.—For aviation programs, the Committee has carefully reviewed the proposal to more than double spending over last year's level to implement the national airspace plan. Proposed increases in aviation support such as research, operations, and the airport grant program were part of that review and the Committee feels strongly that these investments contribute to an integrated national aviation policy.

Such investments, however, must be coupled with an emphasis on safety. Perhaps the greatest responsibility of the Congress, and executive branch, in deliberations on transportation programs, is to maintain and broaden the Nation's road, air, transit, and water networks to make them safer. Programs which establish a State or local partnership to carry out this national goal are desirable and appropriate. But this Federal responsibility is clear and will continue to be reviewed by the Committee.

Civil Aeronautics Board—As sunset of the Civil Aeronautics Board approaches, the Committee has provided funding for an orderly transfer of functions and staff, while achieving budget savings wherever possible. Legislation is pending to further address CAB sunset and the Committee will continue to monitor this situation.

Highway trust fund.—The investment in the highway trust fund is proposed to increase by $755,000,000, excluding the budget proposal to place an additional $600,000,000 within the trust fund limitation. This requested increase continues the national commitment to upgrade our roads and bridges, a large portion of which are in a deplorable state of disrepair. The Committee notes, however, that the administration's proposed spending ceiling limitation is $275,000,000 below the level provided in the Surface Transportation Assistance Act of 1982.

Rail programs.—The Committee continues its support for the national passenger railroad system, which the budget proposes to maintain with $36,400,000 million less than in fiscal year 1984. The lack of an administrtion request for rail programs where Federal responsibility has been demonstrated, such as local rail service assistance, was of concern to the Committee again this year. These needs have been met by the appropriation of $15,000,000 for the local rail services assistance program and continued funding for the State safety grant-in-aid program.

Transit.—The Committee continues adequate levels of Federal support for both operating and capital transit needs. The administration, by its proposal to limit transit operating assistance through the appropriations process, has once again demonstrated its preference for increased transit capital investment. These needs, although critical, cannot be addressed in the absence of consideration of the need to maintain and operate transit systems.

Coast Guard.—The level of support for the Coast Guard reflects the Committee's recognition of its national defense role. In fact, the President's budget identified Coast Guard spending as an investment in "national needs." The Committee has continued its interest in making prudent capital and operating budget decisions to support the Coast Guard's defense and peacetime missions.

Independent agencies.—Budget requests for independent agencies have received the same scrutiny as that applied to the Department of Transportation. In those instances where agencies have demonstrated inattention to congressional directives, statutes, and interests, budget reductions have been proposed in keeping with such reduced level of activity. Specifically, the Committee has addressed many concerns elicited during its hearing on the Interstate Commerce Commission, including a reduction in the number of commissioners.

Lastly, the Committee recognizes that any account-by-account freeze on nondefense spending could adversely impact certain transportation activities which the Congress supports as well as those for which the President's budget requests significant increases. Therefore, the Committee has proceeded to recommend a prudent level of transportation spending which comports with the overall fiscal package approved by the Senate in May.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriations, 1984	$41,275,000
Budget estimate, 1985	42,191,000
House allowance	49,835,000
Committee recommendation	50,592,000

Establishment of the Office of the Secretary of Transportation is specifically provided for in section 3 of the Department of Transportation Act of October 15, 1966 (Public law 89–670). The Office of the Secretary is composed of her immediate office, the Office of the General Counsel, and five assistant secretarial offices for policy and international affairs, budget and programs, governmental affairs, administration, and public affairs respectively. These secretarial offices have "staff" responsibilities consisting of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department of Transportation, including staff assistance and general management supervision of the counterpart offices in the operating administrations of the Department. A Minority Business Resource Center is operated to assist minority business firms in securing contracts on federally-assisted transportation projects. The salaries, administrative expenses, and associated housekeeping costs for these functions are included in the budget request for the Office of the Secretary.

The Committee recommends $50,592,000 for the salaries and expenses of the Office of the Secretary of Transportation. This is $757,000 more than the House allowance and $8,401,000 more than the budget request. This, however, is $2,185,000 less than the budget request including Civil Aeronautics Board resources.

This increase over the House is provided to accommodate 220 positions transfering to the Office of the Secretary after sunset of the Civil Aeronautics Board on January 1, 1985. The suggested funds and positions follow:

	Fiscal year 1985 request	Fiscal year 1985 request with CAB positions	House allowance	Committee recommendation
Funds	$42,191,000	$52,777,000	$49,835,000	$50,592,000
Positions	(535)	(780)	[1] (1,251)	[2] (755)

[1] Includes 527 positions for the Transportation Systems Center.

[2] Transportation Systems Center personnel included under Research and Special Programs Administration.

The Committee recognizes that, following CAB sunset, an indeterminate number of personnel will transfer to the Office of the Secretary. The Committee has reviewed the House allowance, as well as the Department's April 20, 1984, estimate of post-sunset personnel costs. The Committee expects the Secretary to streamline activities and personnel within the level provided so that, after sunset, all necessary functions are carried out with the minimum possible increase in the size of the Office of the Secretary.

The Committee has deleted House bill language restricting the number of noncareer appointees in the Office of the Secretary. The Committee feels this provision limits the Secretary's ability to manage effectively. Furthermore, overall employment in the salaries and expenses account has been reduced nearly 13 percent since 1980; so such restrictions are not necessary to achieve budget reductions.

The Committee restores the House cut of $500,000 for late reports. The Committee retains the House general provision retaining the Transportation Systems Center as a federally staffed facility while allowing for further study. Positions associated with the TSC are found under the Research and Special Programs Administration. The Committee is aware that analyses are being conducted on the defederalization of the Transportation Systems Center. These analyses should be performed at the least possible cost, preferably using departmental personnel.

CONSTRUCTION DIFFERENTIAL SUBSIDIES

The House bill contains two general provisions (sections 313 and 314) prohibiting the use of funds appropriated to the Department of Transportation for the enforcement of any rule with respect to the repayment of construction differential subsidy (CDS) for permanent release of vessels from the restrictions in section 506 of the Merchant Marine Act, 1936, as amended.

This matter is the subject of a rulemaking initiated to seek the views of all persons interested in the proposed CDS repayment policy.

Since this matter is under the relevant jurisdiction of the Maritime Administration, and is, therefore, addressed in the fiscal year 1985 Commerce-Justice-State and Related Agencies bill, the Committee deletes the House bill provisions.

CONSULTING SERVICES

The Committee directs that no more than $1,231,000 may be used for consulting services in the Office of the Secretary. This level is comparable to both fiscal years 1983 and 1984. Furthermore, the Department is to include estimates of consultant costs for the current and budget years in the fiscal year 1986 budget.

CAB SUNSET

The Committee is concerned that the Department does not intend to continue the economic fitness reviews now conducted by the Civil Aeronautics Board. These reviews include examinations of managerial competence, financial capability, and general compliance with rules necessary to insure safe operation of air carriers and protection of consumers. Such reviews may prevent unfit applicants from commencing service.

The Committee notes that legislation recently passed by the House and S. 2796, the CAB Sunset Act of 1984, reported by the Senate Commerce Committee would both require the FAA to continue the economic fitness reviews now conducted by the CAB. The Committee is also concerned that without the continuation of these reviews, air carrier safety may be compromised. It is therefore directed that the Department continue the reviews as now conducted by the CAB.

The Office of Hearings is expected to transfer to the Office of the Secretary after CAB sunset. The Committee expects that the administrative law judges and support staff will participate to the maximum extent feasible in other departmental activities, such as hazardous material penalty proceedings.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 1984	$4,878,000
Budget estimate, 1985	6,754,000
House allowance	3,390,000
Committee recommendation	6,754,000

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted centrally than in the operating administrations. This research effort is concerned with planning, analysis, and information development needed to support the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms, and is included in the budget request for the Office of the Secretary. The university research program, transferred back to the Office of the Secretary in fiscal year 1985, provides assistance to colleges, universities, and their students to conduct research in the field of transportation.

The Committee recommends $6,754,000 for transportation planning, research, and development, which is the same as the budget request and $3,364,000 more than the House allowance.

This level will support the requested 29 positions, research funding of $3,579,000 and administrative costs of $3,175,000. This restoration is necessary to carry out contract studies required by statute, congressional committees, or necessary to support legislative analyses. At the House level, a number of contracts would be jeopardized, including a study of sources and destinations essential to expedite the safe movement of hazardous materials and two ongoing projects relating to international aviation, which are the primary sources of data to support bilateral aviation negotiations.

LIMITATION ON WORKING CAPITAL FUND

Limitation, 1984	($67,974,000)
Budget estimate, 1985	(66,001,000)
House allowance	(65,500,000)
Committee recommendation	(65,500,000)

The funds are drawn from appropriations contained elsewhere in this bill and are used to finance central operations such as publishing and graphics, support activities, library services and computer systems. These common services are funded in this manner to promote economy and efficiency.

The bill includes a limitation on the working capital fund of $65,500,000, which is $501,000 less than the budget request and the same as the House allowance.

COAST GUARD

SUMMARY OF FISCAL YEAR 1985 PROGRAM

The U.S. Coast Guard, as it is known today, was established on January 28, 1915, through the merger of the Revenue Cutter Service and the Lifesaving Service. This was followed by transfers to the Coast Guard of the U.S. Lighthouse Service in 1939 and the Bureau of Marine Inspection and Navigation in 1942. The Coast Guard has as its primary responsibilities the enforcement of all applicable Federal laws on the high seas and waters subject to the jurisdiction of the United States, safety of life and property at sea; aiding navigation; and maintaining a state of readiness to function as a specialized service in the Navy in time of war (14 U.S.C. 1, 2).

The Committee recommends a total program level of $2,519,833,000 for the activities of the Coast Guard in fiscal year 1985. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1984 program level	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Operating expenses	[1] $1,668,806	[2] $1,759,072	[3] $1,754,821	[3] $1,740,000
Acquisition, construction, and improvements	[4] 669,000	362,000	303,000	344,500
Alteration of bridges	8,600	5,200	5,200	5,200
Retired pay	[5] 328,750	334,800	[6] 330,800	330,800
Reserve training	54,805	58,833	58,833	58,833
Research, development, test, and evaluation	22,500	23,500	23,500	23,500

See footnotes at end of table.

[In thousands of dollars]

Program	Fiscal year 1984 program level	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
National recreational boating safety and facilities improvement fund	[7]$12,500	[7]$15,000	[7]$7,500	[7]$15,000
Other Coast Guard activities	2,000	2,000	2,000	2,000
Total	2,766,961	2,560,405	2,485,654	2,519,833

[1] Including appropriation for debt reduction and $12,550,000 derived by transfer.
[2] Including appropriation for debt reduction and $44,941,000 derived by transfer.
[3] Including appropriation for debt reduction.
[4] Including fiscal year 1984 Defense appropriation of $300,000,000.
[5] Reflects reduction of $12,550,000 transferred to operating expenses appropriation.
[6] Reflects reduction of $4,000,000 to be transferred to Amtrak.
[7] Contract authority obligation ceiling.

OPERATING EXPENSES

	Appropriation	By transfer
Appropriations, 1984	[1]$1,656,256,000	$12,550,000
Budget estimate, 1985	[1]1,714,131,000	44,941,000
House allowance	[1]1,754,821,000	
Committee recommendation	[1]1,740,000,000	

[1] Including appropriation for debt reduction.

Through the operating expenses appropriation, the Coast Guard employs multi-purpose vessels, aircraft, and shore units, strategically located along the coasts and inland waterways of the United States and in selected areas overseas.

The activities of this appropriation fall into the following categories:

Search and rescue.—The Coast Guard maintains a nationwide system of boats, aircraft, cutters, and rescue coordination centers on 24-hour alert.

Aids to navigation.—A network of manned and unmanned aids to navigation is maintained along our coasts and on our inland waterways, and LORAN stations are operated in the United States and abroad to serve the needs of the armed services and marine and air commerce.

Marine safety.—The Coast Guard insures compliance with Federal statutes and regulations pertaining to the merchant marine industry, operates a boat safety standards program, and is responsible for the safety and security of U.S. ports and waterways.

Marine environmental protection.—Under various laws, international agreements, and conventions, the Coast Guard is charged with the prevention of damage to the marine environment.

Enforcement of laws and treaties.—Cutters and aircraft conduct patrols to enforce international agreements and Federal laws on the high seas and waters over which the United States exercises jurisdiction concerning fisheries, drug smuggling, illegal immigration, hijacking/theft of vessels and other unlawful activities.

Ice operations.—Polar ice operations are performed by icebreakers on ice-strengthened cutters in support of Coast Guard programs, and the requirements of other agencies on a fully reimbursable basis. Domestic ice operations are performed on navigable waters of the United States. Also included are certain marine science activities.

Military readiness.—The Coast Guard operates as a service in the Navy in time of war or national emergency at the direction of the President. During peacetime, an effective state of military preparedness is maintained.

Headquarters administration.—The headquarters administration activity provides funding for administrative services at the headquarters location of the Coast Guard, including executive direction; budget planning and policy; command, control, communication, and operations; financial management; legal; engineering; civil rights; and personnel and health services for the Coast Guard.

For Coast Guard operating expenses the bill includes $1,740,000,000, which is $19,072,000 less than the budget request, including the proposed transfer, and $14,821,000 less than the House allowance.

The Committee has not included the proposed transfer of funds from the fisheries loan fund, as authorizing legislation has not been enacted.

The Committee's reduction from the program level in the budget (inclusive of proposed transferred funds) can be accommodated through absorption of requested nonpay cost-of-living increases. Included in this request was a 10-percent increase for items such as fuel, dining facility provisions, and other unspecified items. Fuel and personnel costs can be reduced proportionate to decreased vessel and aircraft operations associated with equipment maintenance and delays in delivery. Furthermore, the inflation adjustment used for the operating expenses request exceeds that projected in the administration's April update of economic assumptions for fiscal year 1985.

The Committee level, a 4.3-percent increase over fiscal year 1984, provides adequate support for Coast Guard activities and new equipment. The Committee, however, does not intend that reductions be taken from law enforcement activities.

PERSONNEL

The Committee has deleted the House bill provision stipulating the amount available for compensation and benefits of military personnel. The Coast Guard must have flexibility to move funds between personnel and nonpersonnel categories within available funds. Personnel levels and experience fluctuate considerably from year to year with recruitment and reenlistment rates often tied to economic conditions. Conversely, this flexibility is necessary to take advantage of favorable recruiting and reenlistment climate.

In addition, the Committee assumes personnel levels as included in the budget request. Any adjustments necessitated by the enactment of a floor on personnel should be addressed through the normal reprogramming process.

A-76 REVIEW AND PERSONNEL REDUCTIONS

The Coast Guard has proposed a 755 full-time, permanent position reduction between fiscal years 1984 and 1985. The Coast Guard anticipates that most of this reduction can be accommodated with contract services that are expected to come from an A-76 review of 500 military and 500 civilian positions. The Committee notes that the process proposed by the Coast Guard of eliminating the positions before actually completing the A-76 reviews is not the typical A-76 process. Reversing the process in this manner presents the risk of eliminating positions that it may subsequently be learned cannot appropriately be replaced by contract services. While the Committee will not totally object to the proposed process, the Committee does object to the elimination of 176 law enforcement positions prior to A-76 reviews. The Committee directs that the law enforcement staffing level be maintained at the 1984 level of 12,266 positions. Once the A-76 reviews have been completed for these positions, the Committee would be pleased to review the appropriateness of replacing them with contract services. The Committee is also aware that the Coast Guard has proposed to defer the initiation of several construction projects approved in the fiscal year 1984 appropriation process pending the outcome of the various A-76 reviews. The Committee notes that these projects have been fully approved and are funded by Public Law 98-78 and directs the Coast Guard to proceed with the projects without further delay.

The Committee further notes that provisions of the Senate-reported Coast Guard authorization bill require the Secretary to provide a full and complete list of Coast Guard activities to be evaluated for contracting with the private sector. Any such lists should be provided for the information of the House and Senate Committees on Appropriations.

The budget request assumes savings of $313,000 expected to be realized in fiscal year 1985 through increased contracting out of services. All such savings should be cataloged and provided to the Committee in the form of quarterly reports.

SOUTH FLORIDA DRUG AND ILLEGAL IMMIGRANT INTERDICTION PROGRAMS

The Committee directs the Coast Guard to continue its priority efforts to support the south Florida drug task force and to take all steps necessary to continue to increase the interdiction rate of foreign drugs being smuggled into this country. The Committee further urges the Coast Guard to maximize the potential for cooperative arrangements with the military for further assistance with air surveillance and use of Navy vessels and aircraft for Coast Guard drug interdiction platforms. The Committee believes that improvements can be made in this area and was disappointed to learn that between May 1982, and April 1984, the U.S. Navy surface and air units had provided only 2,000 vessel sightings which were entered in the El Paso Intelligence Center data base, compared to Coast Guard sightings of approximately 84,000 for the same period.

The Committee is pleased with the Coast Guard's Haitian interdiction program which during the first half of fiscal year 1984 interdicted seven vessels, turning back 349 people. Based on actual arrivals to our shores and the INS estimate of the average historical number of arrivals to our shores each year, the program is 95 percent effective. The Coast Guard is directed to continue the current patrols in the Windward Passage and off the various coastal areas of Florida throughout fiscal year 1985.

Within available funds, the Coast Guard is directed to make available $3,900,000 to continue operational evaluation of the small tethered aerostat system for detecting marine smuggling. This program recently underwent preliminary testing in each of the Caribbean choke points. Briefings by Coast Guard officials on site indicate the potential for significant payoff as a tool in this Nation's war against drug smuggling. The Commandant of the Coast Guard is directed to report to the Committee in advance of the fiscal year 1986 appropriations hearing as to the effectiveness of this system, suggestions for improvement and if warranted, a plan for additional employment of this system.

USCG FAMILY ADVOCACY PROGRAM

The Coast Guard should continue in its efforts to prevent child and spouse abuse through its family advocacy casehandling system, and through initiatives designed to reduce stresses on families through education and improving the environment available to Coast Guard families. In addition to the 15 personnel funded for fiscal year 1984, to educate and counsel families in major personnel centers, $100,000 is provided to support additional personnel to function in that capacity within available funds and personnel limits. The Coast Guard should complete assignment of family counselors at the remaining six major centers, as directed in last year's Senate report.

AUXILIARY PATROLS

The Committee has become aware of Ninth Coast Guard District plans to require auxiliarists to pay for fuel used on patrols of State waters. While the Committee agrees that alternative sources for fuel for these patrols should be identified, the Coast Guard is instructed to continue fuel payments until a mechanism is in place for States to take over this funding.

Acquisition, Construction, and Improvements

Appropriations, 1984	$369,000,000
(By transfer)	[1](300,000,000)
Budget estimate, 1985	362,000,000
House allowance	303,000,000
Committee recommendation	344,500,000

[1] Reflects transfer of $300,000,000 from Department of Defense appropriation.

This appropriation provides for the major acquisition, construction, and improvement of vessels, aircraft, shore units, and aids to navigation operated and maintained by the Coast Guard. Currently, the Coast Guard has in operation approximately 250 cutters, ranging in size from 65-foot tugs to 399-foot polar icebreakers, more than 2,000 boats, more than 150 helicopters and fixed-wing aircraft, approximately 600 stations, centers, and other shore units, some 48,000 navigational aids, and more than 35 radio navigational stations.

For acquisition, construction, and improvements, the bill includes $344,500,000, which is $17,500,000 less than the budget request and $41,500,000 more than the House allowance.

The recommendation provides funds requested in the budget and the Secretary's March 16, 1984, letter to the Committee for the 378-foot high-endurance cutter fleet renovation and modernization (FRAM) program. These funds are necessary to upgrade the capabilities, improve standardization, and effect long-term efficiences in maintenance and training of these high-endurance cutters. However, the Committee believes that the current "two coast" procurement strategy not only promotes a further concentration of the shipbuilding industry but neglects the immediate and long-term economic circumstances facing the majority of private shipyards. Moreover, the Committee believes that by splitting the west coast FRAM contract the Coast Guard can continue to achieve cost-effective, standardized improvements, and at the same time address other Government and national objectives to stabilize the economic plight of the ship repair industry. The Committee, therefore, has included bill language that directs the Coast Guard to utilize the widest practicable range of competition for award of this important program by splitting the west coast procurement for FRAM. Also, the Committee encourages the Coast Guard to follow such a policy in the conduct of its normal ship maintenance and repair program, with particular emphasis on those most needy and qualified private ship repair yards. The Committee expects a report by September 30, 1984, on Coast Guard compliance with this directive.

Excluded from the Committee recommendation is the additional $8,190,000 for phase I of the Portsmouth Support Center housing request. Current facilities for unaccompanied personnel were constructed in 1976. Additional housing needs for transient personnel should be accommodated within savings from other projects. The Committee reduction also reflects its intention that appropriations available for "minor shore construction projects—general," and "public family housing" be held at the fiscal year 1984 level.

The Committee has included $15,000,000 for site survey and design work leading to establishment of a support facility at Dutch Harbor, Alaska. The Committee directs the Secretary to report by January 1, 1985, on the full land acquisition and construction costs to establish a search and rescue and fisheries enforcement station. In preparing such a report, the Secretary shall describe options for such a facility, ranging from a helicopter-supported isolated duty station, to a fully staffed facility capable of supporting C–130 aircraft. Finally, the Committee expects the cost report to assume that medical, recreational, and hangar facilities already available in the community would be used to support a Coast Guard facility to the maximum extent feasible.

The Committee has restored $10,000,000 eliminated by the House for the Kodiak support center and $14,000,000 for the icebreaking tugboat. Necessary outfitting expenses for this tugboat should be included in the fiscal year 1986 budget or requested by reprogramming. The allowance of $26,000,000 for administration is the same as the House and will support the requested personnel levels of 297 military and 224 civilian positions.

AIRCRAFT

The Committee recommendation includes funds for one C–130 PILOC. The Committee has become aware of the possibility of design changes in the cockpit of C–130 aircraft. The Department is to provide by September 30, 1984, an assessment of this alteration as well as cost impacts for ongoing and future aircraft procurement, maintenance, and training activities. The Committee will then review any necessary reprograming actions the Department feels is appropriate to address this issue.

The Committee does not concur with the House report language regarding procurement of additional AIREYE systems but instead directs that the Coast Guard may proceed with the additional procurement of AIREYE systems after the successful conclusion of prototype testing of the first such system.

WARRANTIES

The Committee supports the House bill language requiring the Secretary to issue regulations requiring that written warranties be included in Coast Guard procurements of major systems. The Secretary is to report by January 1, 1985, on actions taken to implement this provision.

REPROGRAMINGS

The Committee approves the requested reprograming of $21,135,000 of fiscal year 1983 funds contained in the Secretary's February 28, 1984, request to the Committee, as well as the use of $5,800,000 for communications equipment as requested in the Secretary's March 16, 1984, letter.

COAST GUARD PROCUREMENT CAPABILITIES

The Committee is concerned that the Coast Guard has not focused top level management attention on the need to develop a thoroughly stable and expert procurement capability. This Committee concern has developed slowly since fiscal year 1982 when funding was made available to procure eight patrol boats for Caribbean operation. While the Committee is well pleased that the contract for these and eight other patrol boats was let on May 11, 1984, it is noted that it took a full 2 years simply to let a contract for a procurement considered urgent by the Congress and the administration.

Some of the delay associated with this procurement was beyond the control of the Coast Guard. A great deal of it, including taking over 3 months to simply issue an invitation for bid and 3 months simply to reject a SBA set-aside proposal, was directly within the control of the Coast Guard and conveys a lack of expertise that is of concern to the Committee. This concern is heightened by the fact that the unobligated balance of Coast Guard construction funds is now at an unprecedented level of over $800,000,000. The Committee, therefore, directs Coast Guard top management to monitor and enhance the agency's procurement capabilities and to report to the House and Senate Committees on Appropriations by January 15, 1985, on steps taken to improve the capability and what additional actions are needed to bring the Coast Guard procurement capabilities to a level of full expertise.

ALTERATION OF BRIDGES

Appropriations, 1984	$8,600,000
Budget estimate, 1985	5,200,000
House allowance	5,200,000
Committee recommendation	5,200,000

The alteration of bridges appropriation provides funds for the Coast Guard's share of the cost of altering or removing bridges obstructive to navigation. Under the provisions of the Truman-Hobbs Act of June 21, 1940, as amended, (33 U.S.C. 511 et seq.) the Coast Guard, as the Federal Government's agent, is required to share with owners the cost of altering railroad and publicly owned highway bridges which obstruct the free movement of navigation on navigable waters of the United States in accordance with the formula established in 33 U.S.C. 516.

The bill contains the level requested in the budget and provided by the House for improvements on the Willamette River Bridge in Portland, Oreg.

RETIRED PAY

Appropriations, 1984	$341,300,000
Budget estimate, 1985	334,800,000
House allowance	[1] 330,800,000
Committee recommendation	330,800,000

[1] Reflects transfer of $4,000,000 to Amtrak.

The retired pay appropriation provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431–1446) and survivor benefit plan (10 U.S.C. 1447–1455), and for medical care of retired personnel and their dependents under the Dependents Medical Care Act. The average number of personnel on the retired rolls is estimated to be 23,913 in fiscal year 1985, as compared with an estimated 23,446 in fiscal year 1984 and 23,085 in fiscal year 1983.

The bill includes $330,800,000 for retired pay, which is $4,000,000 less than the House allowance and the budget request. This reduction can be accommodated by lower-than-estimated medical costs.

The Committee does not concur with the proposed transfer of $4,000,000 to the National Railroad Passenger Corporation proposed by the House.

RESERVE TRAINING

Appropriations, 1984	$54,805,000
Budget estimate, 1985	58,833,000
House allowance	58,833,000
Committee recommendation	58,833,000

The Coast Guard Reserve was established by Act of Congress in February 1941, to provide qualified individuals and trained units for active duty in time of war or national emergency. This objective is now being accomplished through formal training and augmentation of regular forces in the performance of peacetime missions during domestic emergencies and during routine and peak operations. The program activities fall into the following categories.

Initial training.—This activity consists of initial training for three categories of non-prior-service trainees.

Continuing training.—This activity includes the training of officer and enlisted personnel through the performance of drills and annual active duty training.

Operation and maintenance of training facilities.—This activity consists of the day-to-day operation and maintenance of Reserve training facilities, including organized Reserve training units.

Administration.—This activity provides all administrative functions required in the operation of the Reserve Forces program.

The bill includes $58,833,000 for reserve training, which is the same as the budget request and the House allowance. The increase of $4,028,000 over fiscal year 1984 will support a ready reserve of 17,500, including a selected reserve of 12,500.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Appropriations, 1984	$22,500,000
Budget estimate, 1985	23,500,000
House allowance	23,500,000
Committee recommendation	23,500,000

The Coast Guard's research and development program seeks to maintain and expand the technological base in areas crucial to the successful execution of the Coast Guard's operational and regulatory missions. This appropriation will allow the Coast Guard to continue its research and development in the areas of commercial vessel safety, marine environmental protection, aids to navigation, and advanced-technology vessels. Increased emphasis will be devoted to search and rescue.

The bill includes $23,500,000 for research, development, test, and evaluation, which is the same as the budget request and the House allowance. The Committee has also provided funds for 85 military and 110 civilian positions under this appropriation.

The Committee received testimony from the National Transportation Safety Board that Coast Guard data relating to recreational boating incidents involving alcohol abuse are, in all likelihood, not representative of this problem. Therefore, within the budget request, the Committee provides $8,800,000 for administrative support. The resulting $500,000 shift to the contract program is to enhance research in the area of alcohol abuse in recreational boating fatalities and accidents. The Coast Guard should report on its progress in this area prior to next year's budget hearing.

Within amounts provided, the Secretary shall make a grant in the amount of $349,000 to the Maritime Fire and Safety Association to develop a fire response capability for vessels through the acquisition of equipment and supplies and through training of fire response personnel.

The Committee is concerned over the increasing threat to our national security posed by terrorist-based intrusion from the waterside. Incidents such as the break-in by protestors at the TRIDENT submarine construction site at Groton, Conn., as well as continued Soviet adventurism in international waters and the marked increase in terrorist activities around the world, have intensified this concern. The Espionage Act and the Magnuson Act bestow upon the Coast Guard the responsibility to provide security for our Nation's ports during peace-time and in times of war. The Coast Guard is further authorized to provide support to other law enforcement agencies under 14 U.S.C. 141. The Committee is aware that the Coast Guard recently purchased computer-based digital color sonar equipment for the purpose of improving waterside security conditions at the Los Angeles Summer Olympics. The Committee applauds the Coast Guard's efforts to enhance the technological advances in this field. To further this program, the Committee directs the Office of Research and Development, within available resources, to expend $500,000 to continue upgrading digital electronic waterside instrusion detection equipment. The Committee would entertain any reprograming request during fiscal year 1985 to further this initiative.

The Committee further expects the Commandant to be prepared to discuss procurement of advanced sonar equipment at the fiscal year 1986 appropriations hearings.

OFFSHORE OIL POLLUTION COMPENSATION FUND

Appropriations, 1984	$1,000,000
Budget estimate, 1985	1,000,000
House allowance	1,000,000
Committee recommendation	1,000,000

Title III of the Outer Continental Shelf Lands Act amendments of 1978 provides for an oil pollution compensation fund to pay compensation for damages, including cleanup resulting from oil spills as a result of loading, offloading, or transit activities taking place on the Outer Continental Shelf. Receipts are generated from a fee on Outer Continental Shelf oil.

The bill includes $1,000,000, together with the requested authority to borrow from the Secretary of the Treasury to meet fund obligations. In addition, the bill includes the requested general provision which would limit fiscal year 1985 obligations under the fund to a maximum of $60,000,000.

DEEPWATER PORT LIABILITY FUND

Appropriations, 1984	$1,000,000
Budget estimate, 1985	1,000,000
House allowance	1,000,000
Committee recommendation	1,000,000

The deepwater port liability fund was established to provide a system for determination and settlement, without fault, of claims for all cleanup costs and damages incurred, but not otherwise compensated, as a result of discharges of oil into the marine environment from deepwater port activities. (33 U.S.C. 1517(f)).

The Committee recommends an appropriation for the continued operation of the deepwater port liability fund, under which the Coast Guard expects obligations to reach $1,000,000. The Committee believes that this amount, together with the unobligated balance from prior year appropriations, should provide sufficient obligational authority for fiscal year 1985. The bill also includes the language requested to permit borrowing from the Department of the Treasury and to limit total fund obligations to $50,000,000 in fiscal year 1985.

NATIONAL RECREATIONAL BOATING SAFETY AND FACILITIES IMPROVEMENT FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION)

Appropriations, 1984	($12,500,000)
Budget estimate, 1985	(14,750,000)
House allowance	(7,500,000)
Committee recommendation	(14,750,000)

This fund provides financial assistance for the development and implementation of a coordinated national recreational boating safety program for the several States, as provided for in the Recreational Boating Safety and Facilities Improvement Act of 1980 (Public Law 96–451, as amended). That act establishes a fund from which the Secretary may allocate and distribute matching funds to assist in the development, administration, and financing of acceptable State programs. The fund consists of amounts transferred into it from the highway trust fund equivalent to the motorboat fuel tax (9 cents per gallon) receipts, but not to exceed $45,000,000 per year, or $45,000,000 total at any time. Any motorboat fuel tax receipts in excess of $45,000,000 are transferred to the land and water conservation fund created in 1965 (Public Law 88–578).

The Surface Transportation Assistance Act of 1982 changed the program financing to contract authority effective in fiscal year 1983. Consequently, an appropriation to liquidate contract authority is needed. The bill includes liquidation authority in the same amount as the budget request, and $7,250,000 more than the House. The bill also includes language to limit fiscal year 1985 obligations to $15,000,000, to be used solely for recreational boating safety assistance. This is the same as the budget request and $7,500,000 more than the House allowance. The Committee feels that full funding for this safety initiative is necessary to maintain the Federal commitment to the millions of recreational boaters who support the fund. House language to rescind $107,500,000 of contract authority is not included.

FEDERAL AVIATION ADMINISTRATION

Summary of Fiscal Year 1985 Program

The Federal Aviation Administration traces its origins to the Air Commerce Act of 1926, but more recently to the Federal Aviation Act of 1958 which established the independent Federal Aviation Agency from functions which had resided in the Airways Modernization Board, the Civil Aeronautics Administration, and parts of the Civil Aeronautics Board. FAA became an administration of the Department of Transportation on April 1, 1967, pursuant to the Department of Transportation Act (October 15, 1966).

The total recommended program level for the FAA for fiscal year 1985 amounts to $5,485,431,500, including a $987,000,000 obligation limitation against previously enacted contract authority for the airport grants program. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1984 program level	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Headquarters administration	$56,900	$72,370	[1] $70,000	[1] $68,900
Operations	2,500,000	2,649,834	2,622,600	2,622,600
Facilities and equipment	750,000	1,657,000	1,500,000	1,492,000
Research, engineering, and development	263,452	269,000	265,000	266,000
Grants-in-aid for airports	[2] 800,000	[2] 987,000	[2] 987,000	[2] 987,000
Metropolitan Washington airports	48,807	49,432	48,932	48,932
Total	4,419,159	5,684,636	5,493,532	5,485,432

[1] Includes funds for certain CAB positions.

[2] Contract authority obligation ceiling.

HEADQUARTERS ADMINISTRATION

Appropriations, 1984	$56,900,000
Budget estimate, 1985	72,370,000
House allowance	70,000,000
Committee recommendation	68,900,000

The Committee recommends an appropriation of $68,900,000 for the following activities:

Procurement.—Directs the management and procurement of materiel and supply support for air navigation and air traffic control facilities; agency aircraft; and the acquisition, control, and management of real and personal property, building space, public utilities, and other services.

Executive direction.—Establishes policy and broad technological, operational, and managerial concepts. Directs the agency in implementation of policy and execution of established concepts.

Communications control.—Provides key agency officials with effective executive telecommunications.

Public affairs.—Insures that relevant information concerning FAA is consistently presented in a factual, dignified, and timely manner.

Legal.—Provides legal counsel and advice for the handling of all legal matters with which FAA is concerned, in order to insure conformance with all legal requirements of all applicable laws, rules, regulations, and orders.

Planning/policy.—Recommends FAA policy and plans; identifies needed national air system changes; performs economic analysis of regulations.

Accounting.—Provides accounting, financial advisory, and audit liaison services.

Budget.—Identifies and defines budgetary needs and assures that they are effectively presented to the Office of the Secretary of Transportation, Office of Management and Budget, and congressional committees, and that funds and other resources available to the agency are effectively utilized.

Civil rights.—Assures full and affirmative implementation of civil rights and equal opportunity precepts within the Federal Aviation Administration.

International aviation.—Insures adequacy of international aviation system policies, maintains effective liaison with foreign governments.

Personnel management.—Develops, issues, and guides the personnel policies of the FAA.

Labor relations.—Provides advice and assistance on labor relations and employee conduct and discipline programs; administers national labor agreements.

Management systems/data systems.—Develops and administers the implementation and operation of FAA organizational plans, management systems and controls, and administrative standards and procedures; provides data processing, editorial, graphics, and publishing services to the Washington headquarters.

The Committee recommendation provides $68,900,000 for headquarters administration, which is $3,470,000 less than the budget request and $1,100,000 less than the House allowance. The reduction from the House level is in keeping with the Committee's continuation of funding for the Research and Special Programs Administration, which, under the Secretary's February 1984 sunset plan, assumes responsibilities for information management and data processing. The House allowance provides for those activities under FAA. The Committee recommendation also assumes the continuation of employment at the 1984 level, as proposed by the House, as well as the transfer of CAB's emergency preparedness safety function and payroll support staff after sunset. In addition the Committee bill contains bill language providing for 7.5 percent transfer authority in order to avoid any prospects of furloughs resulting from future legislation or other unforeseen developments.

The Committee reiterates the intent of the fiscal year 1983 Transportation Appropriations Act prohibiting the Federal Aviation Administration from undertaking any reorganization of its regional office structure without the prior approval of both House and Senate Appropriations Committees.

ADP EQUIPMENT

With regard to FAA's automated data processing procurements, the Committee is aware of ongoing studies being conducted by the Federal Computer Performance Evaluation and Simulation Center to review the efficiency of the Data General regional management information computer systems and the IBM–3081 processor at the Aeronautical Center, as well as a review of available resources at the Transportation Computer Center. The Committee expects to be provided status reports and final recommendations associated with further modification, expansion or purchase of data processing systems.

OPERATIONS

Appropriations, 1984	$2,500,000,000
Budget estimate, 1985	2,649,834,000
House allowance	2,622,600,000
Committee recommendation	2,622,600,000

FAA's operations appropriation provides funds for the operation, maintenance, communications, and logistic support of the air traffic control and navigation systems and activities. It also covers the administration and management of the airports, medical and engineering and development programs. The activities of the operations accounts comprise eight main areas:

Operation of air traffic control system.—The operation of a national system of air traffic management in the United States and its possessions on a 24-hour basis.

Installation and materiel services.—Procurement, contracting, and materiel management programs.

Maintenance of traffic control system.—The direction and engineering services related to the maintenance, improvement, and modification of facilities and equipment in the traffic control system.

Administration of aviation standards program.—This activity exists to promote flight safety of commercial civil aircraft by assuring the airworthiness of aircraft; the competence of pilots, aviators, and aviator technicians; the adequacy of flight procedures and air operations; the medical fitness of personnel in the national airspace system; and to conduct the civil aviation security program.

Development direction.—The planning, direction, and evaluation of the engineering and development program, direct project costs of which are financed under the research, engineering, and development appropriation.

Administration of airports program—Administration of airport grants and the safety certification of airports.

Centralized training.—Plans, develops, coordinates, and directs the training of the FAA work force.

Direction, staff, and support services.—Administrative and housekeeping costs that support the primary programs of the agency.

The bill includes a total of $2,622,600,000 for the operations activities of the Federal Aviation Administration. This is $27,234,000 less than the budget request, the same as the House allowance, and includes $1,433,360,000 to be derived from the Airport and Airway Trust Fund.

The Committee does not contest the areas of reduction suggested in the House report, and expects that this guidance will be followed unless adjustments are necessary for the safe and efficient operation of the national airspace system. Any significant deviations are to be discussed with the House and Senate Committees. The Committee further expects FAA to fund the 285 temporary air traffic assistant positions for training requirements at automated flight service stations as necessary. Within the Committee allowance, full funding is provided for an increase of 166 positions associated with certification and inspection of aircraft operation and maintenance. The Committee joins the House in its concern regarding the adequacy of this increase in personnel, given testimony by the National Transportation Safety Board on deficient inspections. FAA is to monitor this situation closely and report to the Committee next year on training and supervisory improvements. The reduction of $540,000 to the requested level for aviation standards is to be taken from the flight program and management of FAA aircraft activity so as not to divert funding from critical safety activities.

The Committee is aware of upward reestimates since submission of the budget for controller training costs. Furthermore, testimony has been received from the aviation industry regarding airspace capacity concerns. Therefore, the FAA is directed to fully fund controller training costs within the total provided. In the event the Secretary determines that funding reductions raise system safety or capacity concerns, the Committees on Appropriations are to be notified immediately.

FACILITY CONSOLIDATIONS

The Congress included in last year's appropriation act a provision (section 319) prohibiting the consolidation or closure of FAA facilities until December 1, 1983, and until April 15, 1984, in the event further congressional hearings were necessary. The Subcommittee on Transportation has conducted two hearings on the subject of facility closures since the FAA submitted its October 1, 1983, 3-year consolidation plan. The concerns expressed by Committee members revolve around first, the pace by which FAA should undertake consolidations, especially in view of slippages in delivery of advanced equipment and second, the safety implications of tower closure decisions. Most recently, on April 11, 1984, the Committee notified the Secretary of its continuing concerns, and reiterated its instruction that consolidations not proceed until these concerns were adequately addressed.

The Committee will review the Administrator's report on progress to date with the Bridgeport, Conn., automated flight service station consolidation. This before and after comparison of services provided was requested by the Committee to address the issue of "equal or better" service in the instance of consolidation to a facility without new model I communication equipment, and advanced weather systems. Since the Committee has only recently received this report, a further review will be undertaken. The Department is directed not to advance the consolidation of flight service stations until it receives written approval of the Committee to do so.

Furthermore, the Committee directs that the FAA close no air traffic control tower which is currently open, and, for those towers which are temporarily closed, further cost-benefit analyses should be conducted to explore various alternatives including hourly restrictions, staff reductions, cost reduction efforts or contract operations in an effort to reopen those facilities. Through this review process, the Committee expects FAA to cooperate fully with the community of Paducah, Ky., so that proper consideration be given to reopening this tower.

The Committee is also aware of interest in establishing an air traffic control tower at the Naples, Fla., Airport. This airport experiences very high seasonal levels of operations, accommodates a large traffic mix, and is an area experiencing rapid growth. Because of these and other factors, the Committee directs the Federal Aviation Administration to conduct cost-benefit analyses to determine the feasibility of tower establishment under existing criteria or special operations requirements.

The Committee has no intention of standing in the way of the safety improvements and productivity savings implicit in the national airspace plan and associated facility consolidations. It does, however, reserve the right to review such plans and conduct hearings as necessary to explore the impact on users of the system and FAA overall. In this regard, the FAA is to provide no later than December 1, 1984, an update to its 3-year facility plan. The plan should also address the impact of consolidations in Alaska given that State's unique communication needs, weather, and terrain.

MANAGEMENT TRAINING SCHOOL

The Committee strongly supports FAA action to prepare during fiscal year 1985 to provide for the future needs of its management training school after the current lease agreement with Cameron University in Lawton, Okla., expires at the end of fiscal year 1985. This school is a model for Government management training and the Committee supports the use of funds from the fiscal year 1985 operations appropriation to defray the costs associated with these preparations. The Committee also intends to support funding of the school's operation in fiscal year 1986 and the out-years.

The Committee directs the FAA to give priority consideration to colleges and universities with strong aviation, business, and public administration programs as potential future sites for its management training school. In its selection process, the FAA should pay particular attention to the quality of the facilities and the learning environment for this important program.

The FAA should pursue vigorously the acquisition of the best location possible to insure that the greatest value is obtained for the Government.

CABIN AIR QUALITY

The Committee is aware of the serious health and safety problems associated with cabin air quality which have been documented at public hearings on S. 197, the airline cabin air quality bill in May 1982, and November 1983. In order to fully explore this issue and learn what additional regulations may be required, the Committee directs that the FAA contract with the National Academy of Sciences to conduct a study consistent with the requirements of S. 197 as passed the Senate on June 15, 1984. Included in the total provided for this account is $500,000 to be used for this study.

NEW YORK STATE AIRCRAFT

The Committee is advised that New York State government officials have experienced difficulties in accessing Kennedy and LaGuardia Airports by official State aircraft due to Federal Aviation Administration requirements stipulating that advance reservation must be made 48 hours prior to access. The Committee is concerned that this requirement can preclude the timely entrance into the New York City area by State representatives, including the Governor. While access to the city can be achieved through the use of helicopters and trains, or through compliance with normal advance airport requirements through the Advance Reservation Office (ARO), such procedures are not always practicable. The Committee is also aware that New York City is the only metropolitan area where both airports are under ARO requirements; other cities with more than one airport are exempted from the ARO requirements at at least on of those airports. Therefore, the Committee directs the Federal Aviation Administration to suspend the allocation system, unless a safety hazard exists, pursuant to part 93.130 of the Federal Aviation Regulations to allow official State of New York aircraft carrying government leaders on official State business a maximum of three round-trip flights per day into LaGuardia Airport only. Such official aircraft shall be limited to the following: N-11NY—Gulfstream G-1; N-604—Beech B-200; and N-76NY—Sikorsky S-76.

FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1984	$750,000,000
Budget estimate, 1985	1,657,000,000
House allowance	1,500,000,000
Committee recommendation	1,492,000,000

Under the facilities and equipment appropriation, safety, capacity and efficiency of the Federal airway system are improved by the installation of new equipment and the construction and modernization of facilities to keep pace with aeronautical activity. In accord with the Airport and Airway Improvement Act of 1982, this appropriation now includes programs supporting facilities heretofore financed with general funds under a facilities, engineering, and development appropriation.

The bill includes $1,492,000,000 for the facilities and equipment of the Federal Aviation Administration. This is $8,000,000 less than the House amount and $165,000,000 less than the budget request. The recommended, but nonmandatory, program breakdown follows:

	Fiscal year 1984 appropriation	Fiscal year 1985 budget estimate	House allowance	Committee recommendation
Air route traffic control centers	$100,954,400	$479,970,200	$439,683,400	$439,683,400
Airport traffic control towers and terminal equipment	353,464,900	653,544,900	616,469,900	621,544,900
Flight service facilities	102,049,500	192,543,100	146,305,700	133,230,700
Air navigation facilities	87,852,700	145,915,500	145,915,600	145,915,600
Housing, utilities, and miscellaneous facilities	57,462,500	159,885,200	140,784,400	140,784,400
Aircraft and related equipment	24,400,000	15,000,000	1,700,000	1,700,000
Development, test, and evaluation	23,816,000	10,141,000	9,141,000	9,141,000
Total	750,000,000	1,657,000,000	1,500,000,000	1,492,000,000

The Committee recommends a $742,000,000 increase over fiscal year 1984 for facilities and equipment. The reductions to the budget request may be accommodated by recommendations included in the House report, except for the reduction of $5,075,000 for tower establishments. In addition, the Committee assumes a 50-percent reduction in amounts necessary to consolidate flight service stations, due to program slippage. Although the balance of the reduction can be absorbed as the Administrator deems appropriate, the Committees on Appropriations are to be notified of reprograming actions necessary within the total provided. No activity with a near-term safety impact should be reduced, and the Secretary shall immediately inform the Committees if it becomes evident that safety of the system is adversely affected within the level provided.

The Committee is in agreement with House report language regarding issues raised by the General Accounting Office in its May 4, 1984 report. This report raises questions about the difficulty of "re-hosting" existing software and the advanced automation system (AAS) design and acquisition strategy. The report also addresses the MODE S program and suggests that several promising alternatives to MODE S may be under development. The Committee feels that FAA should be afforded the opportunity to review such alternatives to insure that MODE S does not become an interim system, and that MODE S or an alternate system accommodate as many advanced air traffic management concepts as possible while providing the most favorable cost/benefit result. The Committee will review all three reports required on these issues.

The Committee has deleted bill language regarding Department of Defense implementation of MODE S since the FAA Administrator's policy statement has apparently addressed this issue satisfactorily subsequent to the House Committee's consideration. In response to FAA's advance notice of proposed rulemaking on MODE S last year, the Department of Defense filed comments regarding its implementation concerns. These concerns have been reviewed by FAA and reflected in its policy statement of June 18, 1984, in which unique DOD requirements and Mark XV implementation are addressed.

Within the funds provided, the FAA shall complete the instrument landing system (ILS) in Corvallis, Oreg., by providing a glide-slope, and establish instrument landing systems at Double Eagle II Airport, N. Mex.; Manitowoc County Airport, Wis.; and the Brookhaven Municipal Airport, N.Y. In addition, FAA is to continue ILS capability at the Huntsville-Madison County Jetport, Ala., during necessary renovations at that facility. The Committee is aware that the FAA is studying a joint industry group proposal regarding installation of microwave landing systems. Included in this list is Flagstaff, Ariz. The Committee expects the FAA to fully consider the feasibility of installing a microwave landing system at Flagstaff as well as other airports included in the joint industry group proposal. The FAA shall provide a report on this subject by January 30, 1985, in order to aid the Committee's review during the fiscal year 1986 budget hearings.

The bill provides authority for the lease or purchase of one aircraft. The budget requested lease or purchase authority for three aircraft, and the House bill contains no provision.

AIRWAY SCIENCE CURRICULUM

The bill includes language which continues the availability of funds for a grant program for higher education institutions which have shown their commitment to the improvement of airway science. The Committee intends that these funds be made available for nonadministrative costs such as aviation or electronic equipment and academic materials. Furthermore, the FAA is encouraged to provide funds to those institutions whose grant applications reflect the ability to cost share on a matching basis.

The Committee is continuing this program in view of the following FAA testimony underscoring the program's important relationship to the overall goals of the national airspace system plan: "The FAA expects significant changes in the work of the organization and the need to change our work force as the national airspace system develops. The airway science program will enable us to develop a cadre of well-qualified individuals well-suited to the occupations necessary to support the airspace system of the future."

The Committee is encouraged by the interest shown by several minority institutions in FAA's demonstration grant program to improve airway science. Several such institutions have embarked upon a consortium approach with institutions having an approved airway science curriculum to allow their students to pursue this career field. In view of this, the Committee intends that FAA may favorably consider grant applications for current and future appropriations from such a consortium type applicant.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1984	$263,452,000
Budget estimate, 1985	269,000,000
House allowance	265,000,000
Committee recommendation	266,000,000

This appropriation finances from the trust fund the research, engineering, and development programs to improve the national air traffic control system and to increase its safety, productivity, and capacity. In accord with the Airport and Airway Improvement Act of 1982, this appropriation now includes programs supporting safety regulation heretofore financed with general funds under a facilities, engineering, and development appropriation. The programs are designed to meet the expected air traffic demands of the future and promote flight safety. The major objectives are to keep the current system operating safely and efficiently; to protect the environment; and to modernize the system through improvements in facilities, equipment, techniques, and procedures in order to insure that the system will safely and efficiently handle the volume of aircraft traffic expected to materialize in the future.

The bill includes $266,000,000 for research, engineering, and development, which is $3,000,000 less than the budget request and $1,000,000 over the House allowance. The Committee suggests the following allocation:

	Fiscal year 1984 appropriation	Fiscal year 1985 budget estimate	House allowance	Committee recommendation
Air traffic control	$67,277,000	$69,749,000	$67,770,000	$67,770,000
Advanced computer	147,065,000	152,758,000	152,758,000	152,758,000
Navigation	8,728,000	6,772,000	6,772,000	6,772,000
Aviation weather	16,260,000	16,730,000	16,500,000	16,500,000
Aviation medicine	4,400,000	5,550,000	4,600,000	5,600,000
Aircraft safety	17,793,000	14,689,000	14,600,000	14,600,000
Environment	1,929,000	2,752,000	2,000,000	2,000,000
Total	263,452,000	269,000,000	265,000,000	266,000,000

The increase provided for aviation medicine is to insure full review of stress-related problems of air traffic controllers, including necessary data gathering on substance abuse.

WEATHER RESEARCH

Joint weather studies are conducted to better understand the kinematics of storm systems inflow and outflow, precipitation, winds, and windshear, and their effects on aircraft operations. The Committee directs that of the amount available under this heading in fiscal year 1985, the FAA provide at least $700,000 to be used to continue cooperation with the Bureau of Reclamation's atmospheric water research program.

CRASH WORTHINESS OF GENERAL AVIATION AIRCRAFT

The National Transportation Safety Board has estimated that fatalities in general aviation accidents could be reduced by 20 percent and serious injuries could be reduced by an even greater percentage with a number of structural and safety improvements in the cockpit of general aviation aircraft. Specifically, it has been recommended that shoulder harnesses and seats be strengthened to withstand greater stress resulting from crashes. The Committee urges the Federal Aviation Administration to aggressively pursue the NTSB recommendations in this area and report to the Committee by January 15, 1985, as to what steps have been taken and what additional steps the agency plans to take in complying with this recommendation.

Grants-in-Aid for Airports (Liquidation of Contract Authorization)

(Airport and Airway Trust Fund)

Appropriations, 1984	($745,000,000)
Budget estimate, 1985	(810,000,000)
House allowance	(810,000,000)
Committee recommendation	(810,000,000)

The Airport and Airway Development Act of 1970, as amended, authorizes a program of grants of funds for airport planning, noise abatement planning, and development grants for public use airports in all States and territories.

The Committee has approved the full budget request of $810,000,000 in liquidating cash for grants-in-aid for airports. This is $65,000,000 more than the amount appropriated for fiscal year 1984, and the same as the House allowance and the budget request.

LIMITATION ON OBLIGATIONS

The bill also includes a limitation on obligations for airport development and planning grants which are financed under contract authority. The limitation recommended for fiscal year 1985 is $987,000,000. This is the same as the budget request and the House allowance, and $187,000,000 more than the fiscal year 1984 level.

Within the obligation level recommended, the Committee directs that priority be given to grant applications involving the further development of the following airports:

Hollywood Fort Lauderdale International Airport, Fla.;
Shawnee Airport, Okla.;
Jackson County Airport, Miss.;
Yazoo City Airport, Miss.;
Orlando International Airport, Fla.;
Devils Lake Airport, N. Dak.;
Fargo Airport, N. Dak.;
Bismarck Airport, N. Dak.;
Medora Airport, N. Dak.;
Dutch Harbor, Alaska;
Williston International Airport, N. Dak.;
Jamestown Municipal Airport, N. Dak.;
Las Cruces, N. Mex.;
Hobbs, N. Mex.;
Tulip City Airport, Mich.;
Greater Buffalo International Airport, N.Y.;
Niagara Falls International Airport, N.Y.;
Harrisburg Airport, Pa.;
Cherokee County Airport, S.C.;
Greater Pittsburgh Airport, Pa.;
C. E. Hancock Field, N.Y.; and
Scranton—Wilkes-Barre Airport, Pa.

In distributing discretionary grants, the FAA shall give consideration to those applicants or sponsors who attest that requested funds are not available from non-Federal sources. Furthermore, FAA is to consider grant applications involving Republic and Stewart International Airport pending the outcome of litigation.

The Committee does not concur with the House set-aside within the airport grant-in-aid program of $5,000,000 for instrument landing systems. However, the Committee shares the concerns expressed by the House about the continuing need for a national program of ILS installations, and expects the FAA to monitor this policy. The airport grant-in-aid program represents funding for a vital link in the Nation's growing and modernized aviation system, and is better applied to those projects traditionally funded as airport improvements. The Committee has addressed ILS installations under the facilities and equipment section of the report.

There has been concern about whether the FAA tower cab at the Bradley International Airport in Windsor Locks, Conn., would have to be relocated if the planned construction of a new airport hotel was to proceed. When the developer submitted the proposal to construct an airport hotel, the State of Connecticut informed the developer that the State understood the FAA tower cab had to be relocated if the proposed hotel was to be constructed. The FAA had expressed concern about the proposed hotel obstructing the operation of the FAA tower which is located on top of the Murphy Terminal. However, it is now the Committee's understanding that the FAA will not require the State of Connecticut to move the FAA tower cab from the top of the Murphy Terminal in order to accommodate the planned airport hotel which will stand 323 feet above mean sea level.

OPERATION AND MAINTENANCE, METROPOLITAN WASHINGTON AIRPORTS

Appropriations, 1984	$34,557,000
Budget estimate, 1985	35,931,500
House allowance	35,931,500
Committee recommendation	35,931,500

Metropolitan Washington Airports operates and maintains Washington National and Dulles International Airports. This appropriation finances maintenance, operations, management, and capital investment costs for equipment and minor facility projects. The operation of these airports is conducted on a business basis with revenues collected from landing fees, concessions, and leases. These revenues are deposited into the general fund of the U.S. Treasury and direct appropriations are made to cover the operating costs and capital investment for both airports. Combined revenues are expected to be $54,300,000 in fiscal year 1985. The combined net operating profit for the airports is estimated to be $17,015,000, consisting of a profit of $16,884,000 at Washington National and a profit of $131,000 at Dulles International. After accounting for $7,807,000 in depreciation and interest expenses, the estimated net profit for the two airports will be $9,208,000.

The Committee recommends $35,931,500 for the operation and maintenance of the Metropolitan Washington Airports, which is the same as the budget request and House allowance. Language is also included in the bill to permit funds received from air carriers, concessionaires and non-Federal tenants to be credited to this appropriation.

WASHINGTON AIRPORTS

The Committee joins the House in reiterating the concerns of the conferees regarding National Airport reflected in the fiscal year 1984 conference report.

Subsequent to House full committee markup, the Secretary announced her intention to promulgate two rules affecting National Airport. One would establish an advisory committee to make recommendations to the Secretary to place National and Dulles International under the control of an appropriate State, local or interstate body. The second establishes a 15.2 million passenger cap at National, with a lottery mechanism to effect slot reductions when actual passenger counts exceed that level.

The Committee will await the transmittal of legislation to convert National and Dulles to non-Federal control. However, several serious concerns are apparent in such an approach. First, any change in the status of National must take into consideration the value of Federal land on which the airport is located. In the event such land is to be sold or converted to nonairport status, the Federal Government must receive the fair market value of this property. The Committee must insist that the land revert to Federal control before disposition or sale takes place.

Second, the legislative history associated with Public Law 81–762, authorizing the construction of Dulles Airport, clearly establishes the unique nature of air service to the Nation's Capital. Furthermore, in its analysis of the then-pending legislation, the Acting Secretary of Commerce commented that "there are no local political subdivisions in the Washington Metropolitan area financially capable of sponsoring the development of an airport * * *", underscoring the rationale of establishing the second Washington-area airport under Federal control. The Committee feels that, given this history, Congress must act thoughtfully and prudently on these airport issues which have far-reaching repercussions for the Metropolitan area, affected employees, and the aviation community.

With regard to establishment of a new passenger cap, the Committee feels that such a move may be premature given the Secretary's intention, through the establishment of the advisory commission, to submit legislation affecting the future of the two airports. In view of this concern, the Committee has included a general provision which retains current policy by prohibiting the use of funds to enforce a new rulemaking on National Airport passenger levels.

CONSTRUCTION, METROPOLITAN WASHINGTON AIRPORTS

Appropriations, 1984	$14,250,000
Budget estimate, 1985	13,500,000
House allowance	13,000,000
Committee recommendation	13,000,000

This appropriation finances construction of major improvements and expansion of facilities at Washington National and Dulles International Airports. Projects are undertaken, whenever necessary, to insure the capacity of these airports to adequately, safely, and efficiently meet air travel needs of the public and to promote development of aviation activities in general.

The bill includes $13,000,000 to finance major improvements and expansions of facilities at the metropolitan Washington airports. This is the same amount as the House allowance and $500,000 less than the budget request.

The Committee approves the reprograming requested February 21, 1984, of $1,500,000 for preliminary design efforts associated with the Dulles terminal addition from airport access highway funds.

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

The aircraft purchase loan guarantee program was established pursuant to Public Law 85-304, as amended, which gave the Secretary of Transportation the authority to provide Government guarantee of private loans to certain air carriers for the purchase of modern aircraft and equipment when financing was not otherwise available on reasonable terms. The authority to provide new guarantees expired on October 23, 1983.

The bill includes language permitting the Federal Aviation Administration to draw funds from the Treasury to meet aircraft loan defaults which are payable on demand. The language provides that the aggregate of obligations outstanding at any time during fiscal year 1985 shall not exceed $150,000,000. Previous appropriations acts have contained similar provisions. By including no language, the House bill would limit the bargaining power of the Federal Government, and the need to provide supplemental appropriations after defaults occur could result in higher settlement costs.

FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF FISCAL YEAR 1985 PROGRAM

The principal missions of the Federal Highway Administration are: administration, in cooperation with the States, of the Federal-aid highway construction program, including the interstate, primary, bridge, secondary, and urban programs; regulation and enforcement of Federal requirements relating to the safety of operation and equipment of commercial motor carriers engaged in interstate or foreign commerce; and governing the safety in movement over the Nation's highways of dangerous cargoes such as explosives, flammables, and other hazardous materials; and provision of assistance under the Appalachian Region Development Act of 1965, as amended, for construction of a development highway system serving the Appalachian region.

Under the Committee recommendation a total program level of $13,636.716,000 would be provided for the activities of the Federal Highway Administration for fiscal year 1985. This is $288,675,000 less than the budget estimate, $267,377,000 more than the House allowance, and $1,031,126,000 more than the amounts provided for similar activities for fiscal year 1984.

The following table summarizes the fiscal year 1984 program levels, the fiscal year 1985 budget estimates, the House allowance, and the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1984 program level	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Limitation on general operating expenses	(200,000)	(217,492)	(208,800)	(204,891)
Motor carrier safety	13,020	14,066	14,066	14,066
Motor carrier safety grants	8,000	16,000	14,000	16,000
Highway safety research and development	8,500	10,325	8,500	8,500
Highway-related safety grants [2]	10,000	10,000	10,000	10,000
(Liquidation of contract authority)	(9,738)	(5,000)	(5,000)	(5,000)
Railroad/highway crossings demonstration projects	15,000		48,023	15,000
Federal-aid highways [1]	12,520,000	[2] 13,875,000	[2] 13,260,000	13,550,000
(Liquidation of contract authority)	(11,600,000)	(12,800,000)	(12,800,000)	(12,800,000)
Other highway programs	31,070		14,750	23,150
Total	12,605,590	13,925,391	13,369,339	13,636,716

[1] Contract authority obligation ceiling.
[2] Includes programs previously exempt from the ceiling.

LIMITATION ON GENERAL OPERATING EXPENSES

Limitation, 1984	($200,000,000)
Budget estimate, 1985	(217,492,000)
House allowance	(208,800,000)
Committee recommendation	(204,891,000)

The limitation on general operating expenses provides for virtually all the salaries, expenses, and research and development programs of the Federal Highway Administration.

The Committee recommends that a limitation of $204,891,000 be provided for salaries and expenses of the Federal Highway Administration. This amount is $12,601,000 less than that requested in the budget, $3,909,000 less than that recommended by the House, and $4,891,000 more than the level provided for fiscal year 1984.

The amount provided provides for the annualization of pay for the fiscal year, initiation of the commodity flow study and continues funding for the interjurisdictional trucking program. All other activities are funded at their fiscal year 1984 level, in keeping with necessary budgetary restraint.

INNOVATIVE TRANSPORTATION TECHNOLOGIES

The Committee directs the Federal Highway Administration to establish as a priority efforts to urge the various States to adopt innovative technologies in highway and bridge construction which have been demonstrated to save construction time and reduce total expenditures. For example, the recycling of asphalt as opposed to using new asphalt reduces costs substantially and this process has been used successfully in a number of States for several years. Additionally, concrete segmentally designed bridges which are consistently saving more than 10 percent of construction costs are being built in two-thirds the time required for conventional designs. These are two examples of innovative technologies which have been demonstrated to be effective.

In this regard, the Committee requests a report by January 30, 1985, listing the status of the various innovative technologies that the Department is currently pursuing and the prospects each of these technologies offer of additional cost savings and the status of Department efforts to encourage the introduction and use of these technologies by the various States.

Finally, considerable research has been done regarding pervious concrete which, in addition to reducing costs, has the advantage of reducing road surface glare, improving surface grip, simplifying drainage problems, and reducing pavement damage from subsurface hydrostatic pressure. The Committee is interested in further demonstrations of the applicability of pervious concrete and urges the Department to explore with interested States the actual use of this concrete on a demonstration basis.

The Committee does not agree with the House position that a certain amount of the general operating funds be earmarked for a demonstration bonding program. The effect of this would be to reduce by $10,000,000 the amount of funds available to other programs. The Committee agrees with the House report that directs FHWA and the Urban Mass Transportation Administration to report by April 15, 1985, on the feasibility of establishing a unified bonding program. The Committee believes that any earmarking of funds prior to receipt of that report would be premature.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Appropriations, 1984	$8,500,000
Budget estimate, 1985	10,325,000
House allowance	8,500,000
Committee recommendation	8,500,000

This activity seeks to identify, correct, and evaluate those critical elements that contribute to loss of life, disabling injuries, and property damage on American highways. The emphasis of research is to provide workable and timely solutions to a set of critical safety problems. Major projects involve improved traffic barriers, construction zone safety, traffic and pedestrian safety, and rural highway safety improvements.

The Committee recommends $8,500,000 for highway safety research and development. This is $1,825,000 less than the budget request and the same as the House allowance.

As of March 31, 1984, the highway research and development activity had over $10,000,000 of unobligated funds. Obligations for this program have historically been slow, as have the corresponding outlays. The Committee believes that this new funding, in addition to anticipated carryover, will provide a sufficient program level in fiscal year 1985.

HIGHWAY-RELATED SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRUST FUND)

Appropriations, 1984	($9,738,000)
Budget estimate, 1985	(5,000,000)
House allowance	(5,000,000)
Committee recommendation	(5,000,000)

Section 402 of title 23, United States Code, authorizes funds to assist States and localities in implementing highway safety programs in accordance with uniform standards established by the Secretary. Most of the activities carried out under the FHWA standards involve development and implementation of systems, procedures, manuals, et cetera, to assist highway agencies in the orderly planning and implementation of safety improvements on highway facilities.

The Committee recommends $5,000,000 for liquidation of contract authority for highway-related safety grants. This is the same amount as the budget request and the House allowance. The bill also retains the House language continuing the limitation on obligations for this program at $10,000,000.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Appropriations, 1984	$15,000,000
Budget estimate, 1985	....
House allowance	48,023,000
Committee recommendation	15,000,000

The railroad highway crossings demonstration projects are authorized by the Federal-Aid Highway Act of 1970, the Federal-Aid Highway Act of 1973, as amended, and title III of the National Mass Transportation Assistance Act of 1974.

Projects are funded under this account when a rail-highway crossing creates a safety hazard, or impedes pedestrian or highway flow.

The Committee recommends $15,000,000 for this program. This is the same amount as that provided for fiscal year 1984. The House allowance includes $48,023,000. There is no budget request for this program.

The Committee believes that this program is meritorious and of importance to the affected cities. However, most activities funded by this account will be eligible for funding under the regular Federal-aid highway program.

The $15,000,000 provided in fiscal year 1985 will allow for completion of preliminary engineering on most projects as well as modest construction of usable segments on several other projects. The Federal Highway Administration estimates that the total estimated cost (in 1983 dollars) for the 18 projects included in this program is $920,000,000. Budget constraints preclude the Committee from providing more than the recommended amount.

Location	House allowance	Committee recommendation
Lafayette, Ind	$7,800,000	
Brownsville, Tex	9,500,000	$4,000,000
Dolton, Ill	8,900,000	
Pine Bluff, Ark	6,200,000	4,000,000
Lincoln, Nebr	8,700,000	4,200,000
Augusta, Ga	6,400,000	
Carbondale, Ill	523,000	
Springfield, Ill		2,800,000
Total	48,023,000	15,000,000

INTERMODAL URBAN DEMONSTRATION PROJECT

The intermodal urban demonstration project is authorized by section 124 of the Federal-Aid Highway Amendments of 1974.

The Committee recommends no new funding for this program. The House allowance includes $2,750,000. There is no budget request for this program.

HIGHWAY SAFETY SEPARATIONS DEMONSTRATION PROJECT

The House provides $12,000,000 to carry out a series of highway projects in the vicinities of Pontiac and East Lansing, Mich. The Committee recommends no funding for these projects. There is no budget request for these projects.

AUTO PEDESTRIAN SEPARATION DEMONSTRATION PROJECT

The Committee provides a total of $1,750,000 to carry out a demonstration project in Fargo, N. Dak. This project is to demonstrate a cost-effective method of enhancing pedestrian safety through the construction of an overhead crosswalk when existing land use and right of way is restricted.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRUST FUND)

Appropriations, 1984	($11,600,000,000)
Budget estimate, 1985	(12,800,000,000)
House allowance	(12,800,000,000)
Committee recommendation	(12,800,000,000)

This activity comprises the majority of all federally-aided programs through which the States are financially and technically aided to continue a national highway system that meets the transportation needs of the Nation in terms of capacity and safety.

All programs included within the Federal-aid account are financed from the highway trust fund. Authorizations in the form of contract authority are enacted in substantive legislation. These authorizations are apportioned and/or allocated to the States and generally remain available for obligation over a 4-year period. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

The Committee recommends a liquidating cash appropriation of $12,800,000,000 for the Federal-aid highway program, which is the same as the budget request and the House allowance.

OBLIGATION CEILING

The bill also includes language limiting obligations to $13,550,000,000. This is $325,000,000 below the budget request. The administration's request, however, would include under the ceiling programs that were previously exempt from the limitation. These programs, the 85-percent minimum allocation program and the primary minimum are estimated to obligate approximately $600,000,000 to $700,000,000 in fiscal year 1985.

After netting out the previously exempt programs the administration request is actually $275,000,000 below that authorized in the Surface Transportation Assistance Act of 1982 (STAA). The Committee recommended level of $13,550,000,000 is that contained in STAA and does not include the previously exempt programs under the ceiling.

The House allowance of $13,260,000,000 is $290,000,000 below that provided by this Committee. In addition, the House continues the exemption for the minimum allocation programs under its ceiling. The House has included language which would exempt from the limitation any new contract authority enacted after June 5, 1984. The Committee does not agree with this open ended approach. The limitations contained in general provisions continue first quarter spending controls and reiterate the congressional intent in passing the STAA and in a recently reported Senate committee bill by providing for a sum certain amount for project planning purposes and for estimating liquidating cash requirements; and by providing a healthy increase over the fiscal year 1984 level.

The new limitation is $1,030,000,000 above the fiscal year 1984 level of $12,520,000,000. The Committee feels that this level is certainly enough to accommodate new program increases and in addition "hold harmless" those States disadvantaged in fiscal year 1984, by late enactment of the interstate cost estimate.

The Committee believes that the allowance provides for a robust increase in the highway program and allows States the full authority to exercise their discretion on which projects are to be funded.

Obligations for emergency relief, certain bridge and demonstration projects, the Union Station redevelopment project, and minimum allocations are exempted from the limitation, which is consistent with the bill language that governed the program in fiscal year 1984.

DISTRICT OF COLUMBIA

The Committee notes that within the highway funds provided previously, the District of Columbia has initiated work on the center leg freeway, which connects New York Avenue with the Southeast/Southwest Freeway. After an 18-month delay, work is now proceeding. The Committee was concerned about the past delays and expects completion within the 22 months remaining on the current contract.

INTERSTATE TRANSFER GRANTS—HIGHWAYS

This activity provides funding of highways substituted for Interstate System segments withdrawn from the system under 23 U.S.C. 103(e)(4). After the joint request by a State Governor and the local governments concerned, the Secretary may withdraw (from the Interstate System) interstate highway segments which pass through or connect urbanized areas within the State determined not to be essential to a unified Interstate System. The value of a withdrawn segment, adjusted for inflation, establishes an authorization against which Congress may provide funds.

The Surface Transportation Assistance Act of 1982 provides contract authority for this program for fiscal years 1983 through 1986. The contract authority is part of the Federal-aid highways program. Consequently, the Committee recommends no further direct appropriations for the program under this heading.

Under existing laws, 75 percent of the $700,000,000 in contract authority provided by the Surface Transportation Assistance Act of 1982 for highway projects substituted for withdrawn interstate highway segments is distributed by statutory formula. The remaining 25 percent is distributed on a discretionary basis.

The formula approach results in some areas receiving apportionments that partially fund segments or fall short of the expeditious funding for particular projects. In earmarking funds in previous reports accompanying the appropriations bill, the Committee was impressed with the necessity to insure that certain withdrawal areas were provided sufficient funding for timely completion of planned projects that often involved multijurisdictional compacts—a particular project facet not measurable by formula.

In the allocation of nonformula funds for fiscal year 1984 the Federal Highway Administration did not honor all the congressional earmarks made under this program. This makes it particularly difficult to keep certain projects on time and under budget. The Committee has received a number of requests to make projects whole relative to the original fiscal year 1984 allocations. The Committee is aware of efforts made by FHWA to survey the States regarding the use of unobligated balances and the total amount of ready to go projects. With this information, the Committee approves the reprograming of funds requested in the Administrator's April 27, 1984, letter for the 1984 discretionary funds for this program.

The Committee, however, directs that the following withdrawal areas be allocated discretionary funding to achieve at a minimum the following total program levels in fiscal year 1985:

$37,300,000—Portland, Oreg.;
$22,500,000—Washington, D.C.;
$8,422,650—Tucson, Ariz.;
$50,000,000—State of Minnesota;
$5,000,000—San Francisco, Calif.;
$9,000,000—Omaha, Nebr.;
$82,300,000—Baltimore, Md.;
$140,000,000—Chicago, Ill.;
$31,300,000—State of New York.

Any efforts initiated by FHWA to use this money in another manner than expressly indicated by the Committee would be considered a serious breach of congressional intent, and not judicious in view of FHWA's ignoring the 1984 congressional earmarks. The Committee has been especially accommodating to FHWA due to the unusual situation that occurred in fiscal year 1984 because of late enactment of the interstate substitute cost estimate; however, it does not expect this situation to reoccur.

RIGHT-OF-WAY REVOLVING FUND

(LIMITATION ON DIRECT LOANS)

(TRUST FUND)

Limitation, 1984	($30,000,000)
Budget estimate, 1985	(50,000,000)
House allowance	(50,000,000)
Committee recommendation	(50,000,000)

The Federal-Aid Highway Act of 1968 authorized $300,000,000 for the establishment of the right-of-way revolving fund. This fund is utilized to make cash advances to the States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from causing a significant increase in construction costs. When right-of-way aquisition has been made and highway construction is initiated, the State becomes eligible for Federal grants under the various Federal-aid highway authorizations. At the point when progress payments are made to the State for construction, the State in turn reimburses the revolving fund for advances made to that State for right-of-way acquisition. Utilizing this method of funding, all reimbursements made to the revolving fund may be reallocated to other States requiring advances. In order to assure prudent management of Federal credit programs, a fiscal year 1985 $50,000,000 limitation on gross obligations is provided.

MOTOR CARRIER SAFETY

Appropriations, 1984	$13,020,000
Budget estimate, 1985	14,066,000
House allowance	14,066,000
Committee recommendation	14,066,000

The motor carrier safety mission is to protect the public from risks inherent in commercial truck and bus transportation by highway. The program involves Federal safety inspection and law enforcement over the highway operations of commercial interstate carriers.

The bill includes a total of $14,066,000 for motor carrier safety. This is the same as the budget request and the House allowance. The funding level provides 271 positions for the Bureau of Motor Carrier Safety.

The Committee provides the funding for activities of motor carrier safety within the Federal Highway Administration. This funding recommendation is without prejudice on any decision regarding the possible transfer of the Bureau of Motor Carrier Safety to the National Highway Traffic Safety Administration.

MOTOR CARRIER SAFETY GRANTS

Appropriations, 1984	$8,000,000
Budget estimate, 1985	16,000,000
House allowance	14,000,000
Committee recommendation	16,000,000

This program was first authorized by the Surface Transportation Assistance Act of 1982. It would provide grants to States for improved enforcement of Federal and State motor carrier safety rules. It has been shown that added enforcement of truck safety rules reduces truck-related accidents and fatalities.

The major objective of this program is to reduce the number and severity of hazardous materials accidents involving commercial motor vehicles. The Federal Highway Administration anticipates that in fiscal year 1985 all 50 States and the territories will be participating in the program.

The Committee recommends a $16,000,000 level which is $2,000,000 more than the House allowance and the same as the budget request.

The increased funding level is provided by the Committee to assure adequate funding as more States enter the program and other States move from the planning stage to the program implementation stage. The Committee provides the funding for motor carrier safety grants within the Federal Highway Administration. This is without prejudice on the final decision regarding transfer.

ACCESS HIGHWAYS TO PUBLIC RECREATION AREAS ON CERTAIN LAKES

The bill includes $5,000,000 for access highway lakes that meet existing statutory criteria. The fiscal year 1984 appropriations bill contained a general provision that funds the access highway projects at a 95-percent Federal share.

WASTE ISOLATION PILOT PROJECT ROADS

The bill contains a general fund appropriation in the amount of $16,400,000 for the waste isolation pilot projects (WIPP) roads in the State of New Mexico. This fiscal year 1985 appropriation is necessary to begin the first phase of the WIPP road improvements. These improvements are to existing roads in New Mexico that would serve as transportation routes to the disposal site of transuranic nuclear wastes. This appropriation is consistent with the yearly funding schedule set forth in the Federal Highway Administration's January 1984 report to the Committee.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 1985 PROGRAM

The National Highway Traffic Safety Administration was established as a separate organizational entity in the Department of Transportation in March 1970, to reduce the mounting number of deaths, injuries, and economic losses resulting from traffic accidents on the Nation's highways. Later activities were added for improving automotive fuel economy and to institute some consumer programs. The National Traffic and Motor Vehicle Safety Act provides for the establishment and enforcement of Federal safety standards for motor vehicles and associated equipment and research, including the operation of required testing facilities. The Motor Vehicle Information and Cost Savings Act initially provided for the establishment of low-speed collision bumper standards, consumer information activities, diagnostic inspection, and odometer regulations. The law was subsequently amended to incorporate responsibility for the administration of Federal automotive fuel economy standards. Under section 403 of title 23, United States Code, technical assistance is provided to the States in the conduct of their highway safety programs, and research and demonstration projects are conducted to develop and show the effectiveness of new techniques and countermeasures to address highway safety problems.

The NHTSA also provides grants under 23 United States Code 402 to the States to assist in the establishment and improvement of highway safety programs designed to reduce traffic deaths and injuries. Safety formula grants are apportioned to the States. Incentive grants are also allocated to the States for alcohol safety programs under 23 United States Code 408.

The Committee recommends a total program level of $234,850,000 for the activities and programs of the National Highway Traffic Safety Administration for fiscal year 1985. This is $1,618,000 more than the budget request and $25,000 more than the House allowance, and $13,900,000 more than the amount provided in fiscal year 1984.

The following table summarizes the Committee recommendations:

[In thousands of dollars]

Program	Fiscal year 1984 program level	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Operations and research	78,000	90,157	80,850	84,850
Highway traffic safety grants [1]	100,000	98,100	110,000	100,000
Highway safety information and education grants [1]	5,000	1,000	(2)	(2)
Alcohol safety incentive grants [1]	37,950	43,975	43,975	50,000
Total	220,950	233,232	234,825	234,850

[1] Contract authority obligation ceiling.

[2] House limitation of $5,000,000 on cumulative obligations approved by Committee.

OPERATIONS AND RESEARCH

Appropriations, 1984	$78,000,000
Budget estimate, 1985	90,157,000
House allowance	80,850,000
Committee recommendation	84,850,000

The bill includes an appropriation of $84,850,000 for operations and research, which is $5,307,000 less than the budget request and $4,000,000 more than than the House allowance.

The amount appropriated is to be distributed as follows:

[In thousands of dollars]

Program	Fiscal year 1984 program level	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Rulemaking	6,341	7,340	6,950	7,035
Enforcement	11,081	11,948	11,425	11,855
Highway safety	11,930	14,294	12,500	12,765
Research and analysis	39,490	46,613	40,500	43,380
General administration	6,947	7,195	7,000	7,195
Office of the Administrator	2,538	2,767	2,475	2,620
Total	78,000	90,157	80,850	84,850

Rulemaking.—The rulemaking effort is financed entirely from Federal funds. The fiscal year 1985 budget requests funding increases to improve the agency's reaction time to petitions, and proposed changes to standards or test procedures. Increased funds are also requested to study production feasibility and industrial impacts of proposed regulations and to increase the agency's efforts in the international harmonization of Federal motor vehicle safety standards. The Committee agrees that NHTSA should take a more active role in harmonizing international safety standards and provides full funding for that effort. The Committee level for rulemaking reflects a modest increase for quick reaction testing and cost and leadtime and engineering support.

Enforcement.—The Committee notes for the second year in a row that, because of major increases in computer and processing support services costs for the enforcement of the joint import regulation (19

CFR 12.80), there has been a reduction in both the number of compliance tests and number of items tested. According to information supplied by NHTSA, the rate of entry of vehicles not in compliance with Federal motor vehicle safety standards (FMVSS) has "since 1980 increased dramatically by over 400 percent." The Committee expects the agency to exert every effort to keep these costs manageable and directs the agency to provide a detailed report to the Committee by March 1, 1985, on enforcement of 19 CFR 12.80, and the agency's efforts to change the reactive nature of this program to a proactive one through a prospective approach at the WP–29 international harmonization meetings.

Highway safety.—The Committee reduction from the budget request reflects an increase of 7 percent over the previous year's level. Within the funds provided, the Committee expects full implementation of the programs proposed for fiscal year 1985 for the alcohol public education effort, the model offender program, the safety belt usage program, the countermeasure improvement and support program, and the national driver register.

Research and analysis.—The increase of approximately 10 percent over the 1984 level is $2,880,000 more than the House allowance and $3,233,000 less than that requested by the administration. The Committee believes that this provides a reasonable increase over last year's program. The Committee remains concerned about car restraint compliance and urges the Department to support research into the behavioral and developmental factors involved in the use of car restraints used by children and their families. The Committee understands that the Department has been in discussion with officials from the U.S. Public Health Service regarding the possibility of the establishment of model demonstration programs for prehospital transport personnel to obtain education and training in the special needs of children and their families. The Committee strongly supports the efforts to upgrade emergency medical services throughout the country, especially in our rural areas, and to provide training for prehospital personnel to provide optimal pediatric field care and efficient transportation.

General administration and Office of the Administrator.—The Committee concurs with the House proposed personnel level and the budget requested personnel level of 640 positions.

Advisory Committee.—The Committee recommendation allows for the continuation of the National Highway Safety Advisory Committee.

CHILD RESTRAINT TETHER ANCHORAGE

The Committee is concerned that 3½ years after the child restraint tether anchorage rule was proposed there still is no final implementation. Rules on child restraints are quite important but also quite complex. The Committee shares the House concern that a final decision needs to be implemented; however, the Committee does not agree with the House bill language which would reserve $10,000,000 of the operations and research appropriation until the day on which a final tether strap anchorage rule is published. The Committee believes that this could possibly interfere with other valuable programs conducted under the operations and research area. The Committee will, however, closely monitor NHTSA's efforts in this area and expects quick resolution of the issue.

RESEARCH AND ANALYSIS

The Committee approves the reprograming of funds requested in the Administrator's March 9, 1984, letter for the joint GSA-NHTSA airbags demonstration program.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRUST FUND)

Appropriations, 1984	($118,000,000)
Budget estimate, 1985	(132,000,000)
House allowance	(122,000,000)
Committee recommendation	(125,000,000)

Under the highway traffic safety grants program, Federal grants are provided to the States to assist in the establishment and improvement of highway safety programs designed to reduce traffic deaths and injuries. Safety formula grants are apportioned to the States on the basis of population (75 percent), and public road mileage (25 percent). The program requires that the States match 25 percent of the Federal contribution with their own funds. Activities are centered predominantly on efforts that will control the drinking driver; increase the intensity of traffic law enforcement; improve the quality of emergency medical services; implement programs to increase seat belt usage; and improve the collection and analysis of traffic accident data. Incentive grants are also allocated to the States for alcohol safety programs.

The Committee recommends an appropriation for liquidation of contract authorization of $125,000,000 for highway traffic safety grants programs, which is $7,000,000 less than the budget request and $3,000,000 more than the House allowance.

LIMITATION ON OBLIGATIONS

The Committee has proposed a total limitation of $100,000,000 for obligations to be incurred under the State and community highway safety grant program. This is $1,900,000 over the request and $10,000,000 less than the House allowance.

The recommended increase is intended primarily for the child restraint usage program and the emergency medical services program. The Committee is in agreement with legislation that would earmark 8 percent of the total funds for promotion of child restraint usage and has included bill language for this purpose. Under the program limitation of $100,000,000, the amount devoted to child restraint programs would be

$8,000,000 and the Committee expects that an additional amount of approximately $5,000,000 to $7,000,000 would be obligated for the nonspecific occupant protection effort. The Committee strongly urges NHTSA to expend every effort to bolster support for the emergency medical services program so that a program level of at least $8,500,000 is attained.

The bill also includes a limitation on obligations for the alcohol safety incentive grant program in the amount of $50,000,000. This allows for obligation of the total amount of contract authority available for fiscal year 1985 for the program. This is $6,025,000 above both the administration request and the House allowance.

In addition, the bill contains the administration's requested administrative cost limitation of $4,900,000, which is $100,000 over the House allowance.

SAFETY EDUCATION AND INFORMATION GRANTS

The Committee concurs with the House provision limiting the cumulative section 209 obligations at $5,000,000. The pilot projects presently scheduled should be continued as proposed. The Committee directs NHTSA to provide a detailed report on the status of the program which includes a listing of projects initiated, the amount and date of funds obligated for each project and estimated dates for project completion. This report should be available to the Committee by March 1, 1985, and include a preliminary or draft assessment of the activities to date.

FEDERAL RAILROAD ADMINISTRATION

SUMMARY OF FISCAL YEAR 1985 PROGRAM

The Federal Railroad Administration became an operating administration within the Department of Transportation on April 1, 1967. It incorporated the Bureau of Railroad Safety from the Interstate Commerce Commission, the Office of High Speed Ground Transportation from the Department of Commerce, and the Alaska Railroad from the Department of the Interior. The Federal Railroad Administration is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. Grants to the National Railroad Passenger Corporation (Amtrak) and other financial assistance programs to rehabilitate and improve the railroad industry's physical plant are also administered by the Federal Railroad Administration.

The Committee recommends a total program level of $805,486,000 for the activities of the Federal Railroad Administration for fiscal year 1985. This is $48,734,000 more than the budget request, $167,813,000 less than the amount provided for fiscal year 1984, and $30,989,000 less than the House allowance.

The following table summarizes the Committee recommendations:

[In thousands of dollars]

Program	Fiscal year 1984 program level	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Office of the Administrator	11,680	11,051	10,700	10,700
Railroad safety	28,900	26,691	24,300	26,061
Railroad research and development	16,225	15,653	15,525	15,525
Rail service assistance	25,094	8,357	7,950	23,200
(By transfer)			(15,000)	
Conrail labor protection	16,000	15,000	10,000	15,000
(By transfer)	(4,000)		(5,000)	
Northeast corridor improvement program	100,000			10,000
Grants to Amtrak	716,400	680,000	[1] 738,000	700,000
Rock Island labor protection	35,000			
Railroad rehabilitation and improvement financing funds	(20,000)		(5,000)	(5,000)
Redeemable preference shares			5,000	
Total	973,299	756,752	836,475	805,486

[1] Includes $4,000,000 derived by transfer.

OFFICE OF THE ADMINISTRATOR

Appropriations, 1984	$11,680,000
Budget estimate, 1985	11,051,000
House allowance	10,700,000
Committee recommendation	10,700,000

The Office of the Administrator provides support and guidance on critical issues concerning the railroad industry and the day-to-day operations of the Federal Railroad Administration. The appropriation includes two budget activities, executive direction and administration and policy support. Policy support is aimed at resolving critical problems in the railroad industry.

The Committee recommends an appropriation of $10,700,000 which is the same as the House allowance and $351,000 less than the budget request.

RAILROAD SAFETY

Appropriations, 1984	$28,900,000
Budget estimate, 1985	26,691,000
House allowance	24,300,000
Committee recommendation	26,061,000

This appropriation finances the development, administration, and enforcement of programs designed to achieve safe operating and mechanical practices in the railroad industry.

The Committee recommends a $26,061,000 program level for the railroad safety program. This is $630,000 less than the budget request and $1,761,000 more than that recommended by the House.

These funds are intended to be distributed as follows:

	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Federal enforcement (field inspectors)	$22,322,000	$22,300,000	$22,161,000
Permanent positions	(379)	(379)	(379)
Grants-in-aid for railroad safety			$1,900,000
Automated track inspection	[1]($1,000,000)	[1]($800,000)	[1]($800,000)
Regulation and administration	$4,369,000	$2,000,000	$2,000,000
Permanent positions	(66)	(66)	(66)
Total appropriation	$26,691,000	$24,300,000	$26,061,000

[1] Fiscal year 1984 carryover.

FEDERAL ENFORCEMENT PROGRAM

The Federal enforcement program provides salaries and related expenses of safety field operations located throughout the United States. Federal inspectors monitor railroads for compliance with Federal rail safety laws. Inspectors also conduct railroad accident investigations. The Committee recommends a $22,161,000 funding level for fiscal year 1985, the same level as provided in fiscal year 1984. The Committee expects that this is sufficient to fund the requested personnel level of 379, and provide sufficient travel funds so that inspectors would have approximately 15 travel days per month.

GRANTS-IN-AID FOR RAILROAD SAFETY

The rail safety grants-in-aid were authorized by section 206 of the Federal Railroad Safety Act of 1970. This program forms a Federal/State program, in which States are reimbursed for 50 percent of salaries and expenses incurred for State safety inspectors. The Committee recommends an appropriation of $1,900,000 for this program. There was no budget request or House allowance. The Committee believes that in many States this program provides a valuable service and should be funded. It is expected that under the funding provided there will be some adjustments to the existing program. The Committee is concerned that the vital functions performed are maintained and expects the FRA to employ the funds in the most efficient manner. The Committee expects the FRA to be most sensitive to those States that do not have an alternate source of funding for the program, that have a large amount of railroad track within the State, and those States that due to geography and/or weather have particular need for the program.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 1984	$16,225,000
Budget estimate, 1985	15,653,000
House allowance	15,525,000
Committee recommendation	15,525,000

The Federal Railroad Administration's railroad research and development program plans and conducts research aimed at improving the safety of train operations. Research and development in the Federal

Railroad Administration is performed under a single program, railroad technology research. This program will address research in (1) equipment operations and hazardous materials safety, (2) track safety, and (3) track/train safety testing.

The Committee recommends an appropriation of $15,525,000 for railroad research and development. This is $128,000 less the budget request and the same as the House allowance.

RAIL SERVICE ASSISTANCE

Appropriations, 1984	$25,094,000
Budget estimate, 1985	8,357,000
House allowance	7,950,000
(By transfer)	(15,000,000)
Committee recommendation	23,200,000

The rail service assistance appropriation stimulates and promotes necessary rail services. The major programs in rail service assistance are: (1) local rail service assistance—provides financial assistance to the States for rail planning; (2) administration and special projects—includes the salaries and related expenses for administering FRA's assistance programs; and (3) Washington Union Station—maintenance, operation, and rental or purchase of the historic building.

The bill includes a total of $23,200,000 for rail service assistance, which is $14,843,000 more than the budget request and $250,000 more than the House allowance including the transfer. These funds are intended to be distributed as follows:

	Fiscal year 1985 budget request	House allowance	Committee recommendations
Local rail service assistance		[1]($15,000,000)	$15,000,000
Washington Union Station	$4,250,000	4,250,000	4,250,000
Labor management practices	1,000,000	1,000,000	1,000,000
Assistance monitoring	200,000	200,000	200,000
Salaries and expenses	2,907,000	2,500,000	2,750,000
Total appropriation	8,357,000	7,950,000	23,200,000
Positions	(44)	(44)	(44)

[1] By transfer from the section 505 program.

LOCAL RAIL SERVICE ASSISTANCE PROGRAM

The local rail service assistance program was established by the Regional Rail Reorganization Act of 1973 to provide financial support to States for the continuation of rail freight service on abandoned light density lines in the Northeast. The Railroad Revitalization and Regulatory Reform Act of 1976 expanded the program to all States. In 1978 the program was further amended to allow capital assistance for rehabilitation prior to, rather than after abandonment. Amendments in 1981 prohibited the use of these funds for operating subsidies.

The existing program focuses on planning and track rehabilitation and requires a Federal/State matching ratio of 70/30 percent.

The Committee feels that there is a definite need for Federal assistance in helping alleviate shipper and community dislocations caused by branchline abandonments. This program was proposed for termination by the administration. The Committee believes, however, that continuing rail abandonments and the necessity to insure a Federal source for State rail programs requires the recommended funding level of $15,000,000.

The Committee believes that this minimal level of Federal funding married with the newly created financial strike force should assist shippers and communities adversely affected by future restructuring. There still is concern, however, that the criteria specified under section 5(h)(3)(B)(ii) of the Department of Transportation Act for distribution of discretionary funds does not provide the flexibility necessary for the most effective administration of the program. For example, railroads do not always file with the Interstate Commerce Commission system diagram maps that report all mileage potentially subject to abandonment and, therefore, these maps do not fully reflect State need. Because of this and the Committee's concern that the funds be employed in the most efficient manner, of the $15,000,000 provided, $10,000,000 is for the discretionary portion of the program.

WASHINGTON UNION STATION

The Committee allowance of $4,250,000 will be used for rental, maintenance, operation, and security services.

LABOR/MANAGEMENT PRACTICES

The budget request and House allowance is approved by the Committee for labor/management cooperative projects in the rail industry.

SALARIES AND EXPENSES

The Committee allowance of $2,750,000 for salaries and expenses should be sufficient to cover necessary activities including the financial technical assistance team. In addition, $200,000 is provided for freight assistance monitoring.

The Committee does not agree with the House report that the rail abandonment "strike force" proposed by the administration is unnecessary. The FRA over the years has gained valuable experience and knowledge in the issues that arise during rail abandonment and restructuring. The Committee believes that this is too valuable a resource not to use. The "strike team" concept should, with the funds for the section 803 local rail service assistance program, provide a balanced and coordinated program for areas facing abandonment and restructuring. The Committee believes that this is an efficient use of FRA personnel and resources and that depending on a State's particular needs, the variety and depth of FRA experience could and should service them.

The Committee directs the FRA to expend funds available to the Administrator if needed to complete its current review of various railroad construction proposals in northwestern New Mexico.

CONRAIL LABOR PROTECTION

Appropriations, 1984	$16,000,000
(By transfer)	(4,000,000)
Budget estimate, 1985	15,000,000
House allowance	10,000,000
(By transfer)	(5,000,000)
Committee recommendation	15,000,000

Conrail labor assistance, as authorized by the Northeast Rail Service Act of 1981, provides protection to employees who are deprived of employment as a result of changes in the freight and passenger systems of Conrail. Employees may elect lump sum payment or daily subsistence allowances. Benefits are also payable for moving expenses and new career training assistance.

The Committee recommends that $15,000,000 in new budget authority be appropriated for the section 701 Conrail labor protection program, as requested in the budget. The House allowance funds the full budget request, of which $5,000,000 is derived by transfer. The Committee does not agree with the House provision that would transfer funds from the section 505, redeemable preference share program to cover expenses in the Conrail labor protection program.

The Committee agrees with the House position that none of the funds be released to the Railroad Retirement Board without the concurrence of the Federal Railroad Administration.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Appropriations, 1984	$100,000,000
Budget estimate, 1985	
House allowance	
Committee recommendation	10,000,000

Title VII of the 4R Act of 1976, as amended, provides for the upgrading of the Northeast corridor between Boston, Mass., and Washington, D.C. The law requires upgrading of the corridor to facilitate the provision of safe, dependable, rail passenger service and faster trip times. Pursuant to amendments of the 4R Act in 1980, the major improvement work has been redirected toward the most heavily traveled segments of the corridor and emphasizes safety and reliability. Through fiscal year 1984 the total amount appropriated for this program had been $2,190,000,000, and no further funding has been requested.

The House allowance provides $50,000,000 for additional Northeast corridor improvements under the Amtrak account, and intends that this additional amount be counted against the $2,500,000,000 Northeast corridor improvement program authorization. In addition, the House Committee provides guidance on how the additional $50,000,000 is to be spent.

It is the Committee's understanding that Amtrak is currently discussing with the Federal Railroad Administration the procedures necessary to transfer the Northeast corridor improvement project to Amtrak. Further, it is the Committee's understanding that Amtrak through the existing contract could legally use any unexpended, authorized NECIP funds that are appropriated for the purposes set forth in section 704 of the Railroad Revitalization and Regulatory Reform Act. The $10,000,000 recommended funding level is provided to FRA under the existing arrangement between FRA and Amtrak for NECIP work.

The House allowance is $40,000,000 more than that provided by the Committee. It is this Committee's concern that the House funding level might not be obligated and spent in fiscal year 1985. Based on the proposed improvements schedule provided to the Committee, it is unlikely that more than $10,000,000 could be spent for the projects listed in the House report. The Committee expects that under the level provided, Amtrak undertake work for three of the four activities listed in the House report. They are: the Union and Warren Street Bridges, the New York Tunnel electrical and mechanical work, and the installation of reverse signaling between Philadelphia and Morrisville.

GRANTS TO NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Appropriations, 1984	$716,400,000
Budget estimate, 1985	680,000,000
House allowance	734,000,000
(By transfer)	(4,000,000)
Committee recommendation	700,000,000

The National Railroad Passenger Corporation (Amtrak) has been provided Federal assistance through the Department of Transportation since Amtrak's inception in May 1971, to support a national rail passenger system. This assistance has been in the form of grants for capital improvements, operating subsidies, cost sharing for intra-state rail services, and funds for labor protection costs associated with the discontinuance of rail passenger service.

The Committee recommends an appropriation of $700,000,000 for Amtrak. This amount is $20,000,000 more than the budget request and $38,000,000 less than the House allowance.

The Committee assumes that, under existing law, Amtrak's operating grant requirement is $659,000,000. The Committee allowance also assumes continuation of State assisted service (403(b)), and commuter (403(d)) service as prescribed in current law. Of the total operating grant allowance of $659,000,000, approximately $59,000,000 is for 403(b) State assisted service and $19,000,000 is for 403(d) commuter service. In addition, the Committee expects that the provision for wage/price increase is sufficient to cover a reasonable wage increase for union employees.

In testimony before the Committee, both the Federal Railroad Administration and Amtrak agree on the need for a $121,000,000 capital program in fiscal year 1985. The difference in the estimated capital grant requirement is based on how the program should be funded. The administration plan reduces the appropriated requirement by $44,000,000. The offsets include: $20,000,000 that Amtrak is reserving for the West Side Connection; $20,000,000 for the funds provided to Amtrak in fiscal year 1983 as part of the jobs bill; and, $4,000,000 of Northeast corridor funds that are to be used for purchase of land for the West Side Connection.

Amtrak should be able to proceed with the West Side Connection project and its other capital projects within available funds. Before proceeding with this particular project, however, Amtrak must receive a firm commitment that a fair share of project costs will be borne by non-Amtrak sources. The Committee has included bill language that Amtrak shall contribute up to 60 percent of the capital costs for this project, and that the remaining 40 percent be composed of non-Amtrak funds.

The Committee believes that the provision of jobs bill funds in Public Law 98–8 were for projects that did not necessarily duplicate Amtrak's planned capital program and, in addition, were directed to areas of particularly high unemployment. These improvements did enhance Amtrak's total capital plant, however, and it does appear that Amtrak would have eventually initiated these projects at the time the funds were provided for the purpose of job creation.

The Committee feels that the total program of $700,000,000 in new appropriations plus an additional $10,000,000 of new Northeast corridor improvement program funds is a sufficiently high level for Amtrak to proceed with all necessary work that could likely be undertaken in fiscal year 1985.

GULF COAST LIMITED

The Committee is pleased with Amtrak's cooperating with local and State officials in Alabama, Mississippi, and Louisiana which resulted in the implementation of passenger rail service between Mobile and New Orleans. This train, the Gulf Coast Limited, began service on April 28 and is scheduled to run at least through the duration of the World's Fair in New Orleans. The Committee urges Amtrak to study this route closely and, in conjunction with local and State officials, make every reasonable effort to keep the service operating after the closing of the World's Fair.

Amtrak is directed to study the feasibility of expanding the present routes of the Gulf Coast Limited as a 403(b) route. This study shall include an assessment of expanding the current route from Mobile, north and east of Birmingham via Montgomery and from New Orleans north and west to Slidell, Baton Rouge, Alexandria, Shreveport, and possibly into Texas. The results of this study shall be submitted to the Committee on Appropriations no later than March 31, 1985.

GRAND FORKS TO WINNIPEG

The Committee directs Amtrak to further study the possibility of reinstating service from Grand Forks, N.D., to Winnipeg, Canada. The existing service schedules of Amtrak's Empire Builder and VIA's Canadian seem to offer the possibility of service linkage. Amtrak is to provide marketing and passenger studies to the Committee as soon as possible to further this effort. Amtrak is further directed to discuss with the affected railroad, Burlington Northern, the availability, use, and upgrade of their track.

403(b) TRAIN SERVICE

The Committee is pleased with the Amtrak efforts to reduce the operating costs of the 403(b) train service in Florida which provides daily service between Tampa and Miami. Both crew size and the number of daily crews have been reduced. The Committee believes there are further cost savings that could be made, including proposed increases for fuel and reducing ontime performance payments. By reducing and limiting cost increases for 403(b) trains, State legislatures are encouraged to continue these train operations. The Committee urges Amtrak to explore cost-reduction programs for the other 403(b) trains now in operation.

ALASKA RAILROAD REVOLVING FUND

The Alaska Railroad, extending 470 miles from Anchorage to Fairbanks, is operated by the Federal Government under the act of March 12, 1914. The major activity of the rail line operation program is transportation service; the principal supporting activities are maintenance of way, structures, and maintenance of equipment. To the extent possible, programs are financed by revenues earned from freight and passenger services and other incidental services. Appropriations to the Alaska Railroad are required to sustain the railroad's operating plant and facilities at a minimum level. The railroad is expected to be transferred to the State of Alaska, pursuant to Public Law 97–468; therefore, no new funds are appropriated.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING FUNDS

(LIMITATION ON NEW LOAN GUARANTEES)

	New loan guarantees
Limitation, 1984	($20,000,000)
Budget estimate, 1985	
House allowance	(5,000,000)
Committee recommendation	(5,000,000)

Section 511 of Public Law 94–210, as amended, authorizes obligation guarantees for meeting the long-term needs of the railroads. Railroads utilize this funding mechanism to finance major new facilities and rehabilitation or consolidation of current facilities. The budget request proposes that no new loan guarantee commitments be made in fiscal year 1985.

The Committee recommends limiting fiscal year 1985 loan guarantees to $5,000,000. It is the Committee's belief that this limitation is appropriate, as the program may play a role in the aftermath of the sale of Conrail, as well as other rail system realinements.

The Committee does not agree with the House position which deletes the administration's proposed bill language for this account. The administration has proposed language authorizing the Secretary of Transportation to issue notes to the Treasury to pay off defaulted loans, and has included a default note limitation. The administration-proposed language is similar to that contained in the Transportation Appropriations Act for Fiscal Year 1984. The Committee essentially reiterates the bill language that governed this program in 1984.

REDEEMABLE PREFERENCE SHARES APPROPRIATION

(AUTHORITY TO BORROW)

Appropriations, 1984	
Budget estimate, 1985	
House allowance	$5,000,000
Committee recommendation	

Section 505 of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended, authorizes the Secretary of Treasury to purchase fund anticipation notes from the Secretary of Transportation, which funds will be used to purchase redeemable preference shares from railroads to provide for capital needs to preserve rail freight services.

The Committee does not agree with the House proposal to transfer from this account $20,000,000 of previously designated funds. The Committee expects that any existing unobligated and unreserved funds remain available, for consideration by the Federal Railroad Administration, for meritorious applications and, therefore, recommends no additional funds for the redeemable preference shares program.

The Committee has deleted the House bill language relating to the purchase of fund anticipation notes by the Secretary of Transportation. This language is unnecessary because the Committee is not providing any new additional funds for the program.

MATERIALS TRANSPORTATION BUREAU

SALARIES AND EXPENSES

The Committee had deleted the House's separate appropriation for salaries and expenses of the Materials Transportation Bureau. This activity is continued in the Committee bill under the Research and Special Programs Administration.

URBAN MASS TRANSPORTATION ADMINISTRATION

SUMMARY OF FISCAL YEAR 1985 PROGRAM

The Urban Mass Transportation Administration was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Urban Mass Transportation Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development.

The missions of the Urban Mass Transportation Administration are: to assist in the development of improved mass transportation facilities, equipment, techniques, and methods; to encourage the planning and establishment of urban mass transportation services needed for economical and desirable urban development; to provide mobility for transit dependents; to maximize productivity of urban transportation systems; and to provide assistance to State and local governments and their instrumentalities in financing such services and systems.

Under the Committee recommendations, a total program level of $4,095,700,000 would be provided for the activities of the Urban Mass Transportation Administration for fiscal year 1985. This is $29,913,000 more than the budget request and $228,700,000 less than the House allowance.

The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1984 program level	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Administrative expenses	29,200	31,487	31,400	31.400
Research training and human resources	54,800	44,800	48,000	54,800
Formula grants	2,388,592	2,389,500	2,550,000	2,389.500
Discretionary grants limitation on obligations	1,225,000	1,100,000	1,125,000	1,120,000
Interstate transfer grants—transit	295,400	250,000	320,000	250,000
Washington Metro	250,000	250,000	250,000	250,000
Total	4,242,992	4,065,787	4,324,400	4,095,700

ADMINISTRATIVE EXPENSES

Appropriations, 1984	$29,200.000
Budget estimate, 1985	31,487,000
House allowance	31,400.000
Committee recommendation	31,400.000

The Committee recommends a total of $31,400,000, which is the same as the House allowance. This funding level recommended would provide for 522 positions, the same as the budget request.

The funding provided should be sufficient for costs associated with the personnel and support requirements of the program.

The funding level provides the requested increase of $1,250,000 for the continued development and implementation of an integrated financial and grants management system. The Committee agrees with the House observation that it is essential for UMTA to strengthen the agency's managerial and financial control systems.

NEW START POLICY

A notice of policy and request for comments on UMTA's new start policy was published in the Federal Register May 18, 1984. The policy defines the process applicants must follow in developing major urban mass transportation investment projects. The policy also defines the process UMTA will follow in evaluating proposals and in allocating discretionary funds for such projects.

The Committee is not in disagreement that there should be a new start policy. It was this Committee, in fact, in the Senate report accompanying the fiscal year 1984 appropriation, that stated projects should be funded within the framework of a new start policy. The Committee believes, however, that before UMTA moves to institute its proposed rulemaking, sufficient time be allowed for this Committee, other committees of Congress, and affected parties to fully study the May 18 notice.

The Committee is concerned that in developing the new start policy, UMTA has, by developing a single composite index, excluded other factors from consideration. The authorizing and appropriating committees of Congress must be assured that the reliance on a single composite index does not reduce to a mathematical formula certain factors which cannot be so precisely measured. Factors such as local economic development and the ability to recapture that development through special assessment districts should not be overlooked. In addition, the Committee believes that any policy be consistently applied and that realistic alternatives to a new start be explored at both the Federal and local level. Serious questions have been raised about the new start criteria proposed by the Urban Mass Transportation Administration and the Committee, therefore, directs that UMTA postpone any final action with respect to these guidelines until Congress has had an opportunity to thoroughly review the matter and to hold such hearings as may be deemed appropriate.

The Committee looks forward to working with UMTA to facilitate the continued partnership between Congress and the administration with regard to insuring the most effective use of section 3 funds.

RESEARCH, TRAINING, AND HUMAN RESOURCES

Appropriations, 1984	$54,800,000
Budget estimate, 1985	44,800,000
House allowance	48,000,000
Committee recommendation	54,800,000

The research and training activity, authorized by the Urban Mass Transportation Act of 1964, as amended, provides for grants and contracts for the purpose of developing, testing, and demonstrating new facilities, equipment, techniques, and methods (operational and managerial). Also funded are grants to public bodies to provide for advanced training of personnel in the mass transportation field, grants to public and private, nonprofit institutions to assist in establishing or continuing programs which combine professional training and research in the field of mass transportation, and projects that address human resource needs as they apply to public transportation activities.

The bill includes $54,800,000 for these research and training activities, which is $6,800,000 more than the House amount and $10,000,000 more than the budget request, but is the same as the amount provided in fiscal year 1984.

The following table summarizes the Committee recommendations, budget request, House allowance, and last year's level:

[In thousands of dollars]

Program	Fiscal year 1984 appropriation	Fiscal year 1985 budget estimate	House allowance	Committee recommendations
Research and technical assistance	28,400	27,950	24,000	32,950
New technology	10,000	0	6,000	6,000
Service and methods	7,300	7,000	6,000	6,000
Management training	1,350	1,350	1,200	1,350
University research	2,000	2,000	2,300	2,000
Human resources	5,750	6,500	8,500	6,500
Total	54,800	44,800	48,000	54,800

In the research and technical assistance program area, the Committee did not specifically recommend amounts for bus, paratransit, rail, and construction research. The Committee, however, is encouraged by the progress made on the electric bus project in Santa Barbara, Calif., and directs that of the fiscal year 1985 funds, $900,000 be available to complete phase 3 of that project. Within the other funds provided for research and technical assistance, the Committee expects UMTA to increase its funding for projects in the safety and security area. UMTA should give priority consideration to those meritorious projects that contribute to UMTA's basic knowledge and approach in this area. It is incumbent upon the administration to assist local authorities in protecting the Federal investment and making transit systems safe and secure. The Committee directs that UMTA work toward allocating $15,000,000 from section 6 funds for this effort in fiscal year 1985.

Under new technology research, the Committee agrees with the House allowance of $6,000,000, for the continued development and testing of an advanced group rapid transit (AGRT) system. The Committee expects that the funds provided are to be used only for the development and systems testing. Additional costs of production and marketing are the responsibility of the private sector and should be borne by the contractors. UMTA is to provide by January 1, 1985, a report on this project through fiscal year 1984, including work completed on magnetic levitation.

The Committee supports the language in the House report that urges UMTA to work on arrangements for the cost sharing of research costs when such research results in the development of new or improved marketable products by private sector firms.

FORMULA GRANTS

Appropriations, 1984	$2,388,592,200
Budget estimate, 1985	2,389,500,000
House allowance	2,550,000,000
Committee recommendation	2,389,500,000

The formula grant program is authorized by sections 9 and 18 of the Urban Mass Transportation Act of 1964, as amended by the Surface Transportation Assistance Act of 1982. It provides grants on the basis of a formula to State and local agencies for mass transportation operating and capital expenses.

The Committee recommends $2,389,500,000, which is the same as the budget request and $160,500,000 less than the House allowance.

The amount recommended would be distributed as follows:

—Urbanized areas with a population of 200,000 or more: These areas would receive $2,113,034,850. Of this amount two-thirds is apportioned by a bus-tier formula and one-third is apportioned by a rail-tier formula.

—Urbanized areas with populations less than 200,000: These areas would receive $206,452,800.

—Nonurbanized areas: These areas would receive $70,012,350.

USE OF FORMULA GRANTS FOR NEW START PROJECTS

The Committee is concerned that local authorities might be tempted to use section 9 formula funds for a new start project at the expense of routine capital needs. Areas might then apply for section 3 discretionary funds for routine capital needs. The Committee concurs with the House position on this subject that formula grant funds should not be considered by UMTA as "contributing to the local match." To prevent this, a condition of participation could be incorporated in the formula grant documents that states if an area does use section 9 funds for a new start, UMTA would not provide section 3 funding for their routine capital needs. As pointed out by the House Committee, this does not preclude a city from using all or part of its formula grant allocation for a new start project.

OTHER PROVISIONS

The Committee agrees with the House general provision modification regarding alternative discount fares for elderly and handicapped riders. The Committee agrees with the House bill and report language relating to the Southeastern Michigan Transportation Authority.

OPERATING ASSISTANCE

The Committee has not included language limiting operating subsidies, as proposed by the administration. The Committee feels that congressional intent is clear regarding operating subsidies—as reflected in the Surface Transportation Assistance Act of 1982. The Committee believes that the administration's approach places too heavy an emphasis on capital concerns at the expense of the operational needs of transit systems.

The Committee reiterates language contained in Senate report accompanying the Department of Transportation and Related Agencies appropriation bill, 1984 (S. Rept. 98–179) stressing the need to "explore alternative creative methods for formula grant savings for future years." In this regard, the Committee notes UMTA's goal as stated in its 1985 budget justification to "increase (grantee) capacity for sound long-term financial planning and their ability to secure new non-Federal financing (both private and public) for meeting transit capital and operating needs." Toward this goal, the Committee directs UMTA to aid in the efforts being made by transit systems to raise non-Federal revenue to meet operating costs. Such efforts include dedicated sources of funding, joint development agreements, creation of special benefit assessment districts, use of revenue from transit advertising, bulk discounts, and other marketing and financing techniques.

DISCRETIONARY GRANTS (LIMITATION ON OBLIGATIONS)

Appropriations, 1984	($1,225,000,000)
Budget estimate, 1985	(1,100,000,000)
House allowance	(1,125,000,000)
Committee recommendation	(1,120,000,000)

Beginning in fiscal year 1984, funds for this program were derived exclusively from user fee revenue made available to the mass transit account of the highway trust fund established by the Surface Transportation Assistance Act of 1982.

Section 3 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), authorizes Urban Mass Transportation Administration to make discretionary grants or loans to States and local public bodies and agencies thereof to be used in financing mass transportation investments. Such investments may include construction of new fixed guideway systems; extensions to existing guideway systems; major bus fleet expansions; capital grants for emergency repairs to transit facilities resulting from natural disasters; deployment of new technology; innovative transit demonstrations projects; and technical planning assistance.

The Committee recommends an obligation limitation of $1,120,000,000. This is $20,000,000 above the budget request and $5,000,000 less than the level recommended by the House. This limitation would permit the obligation of all currently authorized fiscal year 1985 contract authority and $20,000,000 of the previously capped fiscal year 1984 contract authority. This obligation limitation is $105,000,000 below the fiscal year 1984 level.

The House has included bill language that would exempt from the limitation any obligational authority enacted after June 5, 1984. The Committee recommends the obligation limitation for fiscal year 1985 without prejudice regarding a higher contract authority level that may be enacted on subsequent legislation. The Committee believes, however, that such additional contract authority would have to be accommodated in supplemental appropriations legislation for fiscal year 1985.

The Committee in the bill language has exempted from the obligation limitation that contract authority which was made available for obligation under the fiscal year 1984 ceiling. The Committee believes that the late release of these funds in this fiscal year severely impairs the ability of certain areas to obligate those funds in 1984. The Committee's bill language would hold harmless those projects from the 1985 ceiling.

The following table summarizes the Committee recommendations:

[In thousands of dollars]

	House allowance	Committee recommendations
Bus and bus facilities	155,000	119,000
Existing rail modernization and extensions	495,000	485,000
New systems and new extensions	395,000	436,000
Planning	50,000	50,000
Elderly and handicapped	25,000	25,000
Innovative techniques and technology introduction	5,000	5,000
Total	1,125,000	1,120,000

BUS AND BUS FACILITIES

The bill includes $119,000,000 under this heading for the purchase of buses, bus related equipment and paratransit vehicles and for the construction of bus-related facilities. This amount is $36,000,000 below the House allowance but $19,000,000 above the administration budget estimate. These funds will assist in the replacement of many over-age buses in cities of all sizes, permit the expansion of bus service to accommodate community transit needs, help finance appropriate bus maintenance facility modernization or construction, assist in bus rehabilitation, and assist in the purchase of support equipment.

It is the Committee's understanding that since March 1983, Milwaukee County has been awaiting UMTA grant approval for the final phase of the Hillsdale fleet maintenance construction project. The Committee directs UMTA to give priority consideration to this application so that contract letting can proceed in early 1985.

The Committee is encouraged by recent efforts made by State and local authorities to realize savings through buspool purchases. The Committee urges UMTA to allow necessary clarifying amendments to existing buspool arrangements so that the same savings could be realized by additional pool purchases. Additional funding should be available under the amounts provided by the Committee for funding such agreements under the discretionary grants program.

The Committee concurs with the House report language regarding the expeditious release of a bus activity payment for Portland, Oreg., which is scheduled under a 1982 letter of intent. Further, these funds are to be made available without prejudice to the Portland region competing equally with other cities for additional funds.

In fiscal year 1981, the Committee provided funds for a State of Florida initiative to determine the feasibility and demonstrate the use of alternative fuels such as methanol in transit buses. The Committee is impressed with the potential national benefits of converting and rehabilitating existing diesel powered transit buses for methanol use. To date, the Florida Department of Transportation, with contract assistance, has identified the most appropriate engines and methods for conversion and successful prototype testing of converted diesel engines has now been completed. Additional grant applications totaling $1,462,000 have been pending since April 1983 to rehabilitate, convert, and further test three buses and demonstrate their feasibility in actual revenue service with the Jacksonville Transit Authority. The Committee directs the Urban Mass Transportation Administration to award these grants without further delay to permit the completion of the demonstration project.

EXISTING RAIL MODERNIZATION AND EXTENSIONS

The Committee recommends a total of $485,000,000 for the modernization and extension of existing rail transit systems.

The Committee recommendation is $10,000,000 below the House allowance but believes that this should be sufficient funding to permit existing UMTA commitments to proceed on schedule.

The existing commitments as mentioned in the House report include Boston, a letter of intent to San Francisco, and a full funding contract with Pittsburgh. Since fiscal year 1980, a variety of areas have participated in this program including New York, Chicago, Philadelphia, northeast New Jersey, Boston, San Francisco, Pittsburgh, and Cleveland. In addition to these areas, southwest Connecticut, southern New Jersey, Detroit, Baltimore, and Dallas have also been recipients of funds under this program.

The Committee notes that the San Francisco Municipal Railway will be seeking multiyear rail modernization funds to construct a turnaround and breakout facility to improve the capacity of the terminals of the Market Street subway line at Embarcadero Center. Because this project has been identified as a priority by city, regional, and State officials and because the project is consistent with the intent of section 3, the Committee directs UMTA to give priority consideration to this project, which is an integral part of the region's transit development efforts.

With respect to the San Francisco area, the Committee notes the high priority given certain improvements by the regional planning authority. To proceed in an orderly fashion, the Committee expects that planning funds made available to the area could be used to support extraordinary corridor planning studies as identified by the Metropolitan Transportation Commission of the San Francisco Bay area.

NEW SYSTEMS

The Committee suggests the allocations below, as compared to House earmarks, for preliminary engineering, right-of-way acquisition, new systems construction, and extensions.

City and project	House allowance	Committee recommendation
Portland (light rail)	$19,000,000	$19,000,000
Seattle (bus tunnel)	10,000,000	25,000,000
Detroit (automated system)	5,000,000	5,000,000
Miami (rail construction and circulator)	49,000,000	49,000,000
Santa Clara (light rail)	64,800,000	64,800,000
Atlanta (rail construction)	90,000,000	100,000,000
Los Angeles (rail construction)	117,200,000	119,400,000
Houston (busways)	40,000,000	30,000,000
Jacksonville (people mover)		1,800,000
St. Louis (engineering)		15,000,000
Buffalo (light rail system)		4,000,000
San Diego (light rail)		3,000,000
Total	395,000,000	436,000,000

Portland, Oregon's, downtown section of Banfield is being partly financed by contributions from private business and local taxing districts, which UMTA has thus far refused to acknowledge as project eligible contributions to the local match. The Banfield project is within the limits of the full funding contract. The Committee believes that the improvements involved should properly be considered a part of the project and the local funding a proper match for Federal funds to the extent necessary (in addition to the presently committed local match) to accomplish the completion of the entire project.

Under the Committee recommendation, the amount recommended for the Portland/Banfield project should substantially complete the funding for this project. Consistent with previous actions, the Committee directs that these funds be made available as necessary to complete the project.

The Committee agrees with the House report language that the provision of new start assistance for the Seattle bus tunnel project does not preclude the project's eligibility for grant assistance from the discretionary bus category.

The Committee is aware that UMTA and Dade County disagree on the appropriateness of releasing a portion of the 1984 funds pursuant to the extraordinary cost provisions of the full funding contract. The Committee directs that full efforts be made to resolve this matter and that the full $35,000,000 of fiscal year 1984 funds be released to Dade County for appropriate transit expenses, including extraordinary costs as defined by the existing full funding contract.

The Committee directs that Dade County be permitted to carry out alternative analysis for stage II of the full corridor from Miami International Airport to northeast Dade County. It is the Committee's understanding that the county, after completion of the alternatives analysis, will decide if there is an operable segment along this corridor and that this decision will be made prior to seeking funds for any preliminary engineering work associated with stage II.

Consistent with the Department of Transportation's April 22, 1979, "Downtown People Mover Policy" statement, Dade County may proceed with planned land acquisitions and construction, provided that no detrimental impacts emerge from the current environmental impact statement (EIS) analysis. The Committee directs that the EIS consider only the build or no-build options.

The recommendation provides some funding for the St. Louis light rail project, since the Committee and the House are favorably disposed to the use of existing infrastructure as a means of starting this system. The Committee believes that this is a cost-effective method of lowering overall project costs and to rehabilitate local areas and stimulate economic development. The Committee directs the Administrator to release the $2,000,000 previously provided for the St. Louis project to allow initiation of preliminary engineering.

However, based on information provided by UMTA, the Committee is concerned that the environmental process may not be complete. This needs to be done before the release of fiscal year 1985 funds provided by the Committee. There are other areas of disagreement that also need to be resolved. The St. Louis light rail alternative needs to be evaluated using the same criteria used in judging other cities. A modernized bus system (TSM) that is impossible to implement cannot be used in evaluating a system if other areas are relieved of using the TSM alternative in applying the cost-effectiveness standard. It is not clear to the Committee that all cities were judged accordingly. St. Louis has informed the Committee that joint development and value-capture techniques will be used if light rail is developed. However, these areas need to be more fully developed, along with possible bonding requirements and State contribution to assure greater local financial commitment.

The Committee recommends the St. Louis funding level contingent upon these and other issues being satisfactorily resolved between UMTA and the St. Louis area representatives.

The Committee notes that San Diego has recently completed phase I of the trolley project. In applying the new start criteria, UMTA did not rank the San Diego extension as a cost-effective proposal. The area, however, has recently submitted new figures to UMTA for the administration's analysis. The Committee directs UMTA to study the new data recently submitted by San Diego regarding their phase II trolley project. The Committee understands that this new data was not submitted in time to be used for UMTA's preliminary new start cost-effectiveness study. The Committee expects that upon successful completion of the study San Diego can and will be considered for further funding. Furthermore, the Committee will await the full analysis of this newly submitted data before considering further funding. This action is without prejudice regarding the final outcome of that study.

PLANNING AND TECHNICAL STUDIES

The Committee recommends that $50,000,000 be appropriated for planning and technical studies. This is the same as the budget request and the House allowance. The major activities funded under this heading include short range transportation system management and transportation improvement programs, alternatives analysis studies, and energy conservation and contingency planning.

INNOVATIVE TECHNIQUES AND TECHNOLOGY INTRODUCTION

The Committee recommends that a total of $5,000,000 be appropriated for innovative techniques and technology introduction. This is the same amount as that recommended by the House. The Committee directs UMTA to fund meritorious projects in either innovative techniques or technology introduction.

ELDERLY AND HANDICAPPED

The Committee recommends that $25,000,000 be appropriated for the elderly and handicapped program, section 16(b)(2) of the Urban Mass Transportation Act. This is the same as the budget request and the House allowance.

QUALITY ASSURANCE FOR FIXED GUIDEWAY TRANSIT PROJECTS

The Committee is well aware of the difficulties experienced in Miami and Buffalo in the construction of transit projects in those cities. The Committee is concerned that the Urban Mass Transportation Administration require adequate quality assurance programs to prevent the reoccurrence of such problems in the future. At a minimum, the Committee directs that grant recipients involved in transit projects be required to use an adequate amount of their capital funds to contract with consultants to perform the needed construction management oversight.

The Committee also urges UMTA to consider other steps which would help minimize the possibility of construction deficiencies. These steps include encouraging greater reliance of truly standard elements and requiring the construction and testing for constructibility of the more critical elements of the project.

UMTA GRANT REQUIREMENTS

The Committee does not intend that any of the direction provided to UMTA preclude the Administrator from requesting and requiring all information and data necessary to carry out authorized responsibilities and duties. The above report language does not preclude any project from comporting with existing UMTA rules and regulations required for efficient and successful grants management. However, no administrative funding decisions shall abrogate the above funding distribution plans in the absence of an approved reprograming request by the Committees on Appropriations.

FULL FUNDING CONTRACTS

The Committee acknowledges that UMTA has used the full funding contract as the funding mechanism for new start projects. These full funding contracts establish a maximum Federal contribution, which may only be exceeded for valid extraordinary costs, and establish the obligation of the grantee to complete the project within the prescribed level of Federal assistance. The Committee directs that UMTA only pay that portion of any such overruns that constitutes valid extraordinary costs as specifically enumerated in the full funding contracts.

(Liquidation of Contract Authorization) (Trust Fund)

Appropriations, 1984	($242,000,000)
Budget estimate, 1985	(450,000,000)
House allowance	(450,000,000)
Committee recommendation	(450,000,000)

The bill includes the full budget request of $450,000,000 to liquidate obligations incurred under contract authority provided in the Surface Transportation Assistance Act of 1982 under section 21 (a)(2) of the Urban Mass Transportation Act of 1964, as amended (48 U.S.C. 1601 et seq.).

Interstate Transfer Grants—Transit

Appropriations, 1984	$295,400,000
Budget estimate, 1985	250,000,000
House allowance	320,000,000
Committee recommendation	250,000,000

Grants under this activity are authorized by the Federal-Aid Highway Act of 1973 and amended by subsequent amendments to the Federal-Aid Highway Act and the Surface Transportation Assistance Acts of 1978 and 1982. The budget estimates under this heading include funding for interstate transfer transit projects only.

The bill includes $250,000,000 for transit projects which have been substituted for interstate highway segments. This is the same as the budget request and $70,000,000 less than the House allowance. Under current law, 50 percent of the interstate transfer transit funds are to be distributed on a formula basis.

The Committee directs the following discretionary allocations.

Area	Formula	Discretionary	Total
Chicago	$61,533,750	$69,972,350	$131,506,100
Baltimore	27,148,750	7,851,250	35,000,000
Sacramento	4,061,250	22,918,750	27,000,000
Boston	6,427,500		6,427,500
Cleveland	4,538,750		4,538,750
San Francisco	5,817,500	814,450	6,631,950
Memphis	2,775,000		2,775,000
Waterloo	1,123,750		1,123,750
Duluth	408,750	1,314,450	1,723,200
Washington, D.C	598,750	2,000,000	2,598,750
Albany	158,750		158,750
New Jersey	828,750		828,750
Indianapolis	375,000	1,000,000	1,375,000
Fall River to Providence	97,500		97,500
New York City	680,000		680,000
Rhode Island	3,893,750		3,893,750
Hartford-New Britain	3,851,250	19,128,750	22,980,000
Killingly	37,500		37,500
Portland	623,750		623,750
Total	125,000,000	125,000,000	250,000,000

WASHINGTON METRO

Appropriations, 1984	$250,000,000
Budget estimate, 1985	250,000,000
House allowance	250,000,000
Committee recommendation	250,000,000

Public Law 96–184 (Stark-Harris legislation) enacted January 3, 1980, authorizes a total of $1,700,000,000 for construction on the Washington Metrorail System.

The Committee recommends $250,000,000 be appropriated for the Washington, D.C., metrorail system from this account. This amount is the same as the budget request and the House allowance.

The Committee has amended the House bill language regarding Metrorail construction. The Senate bill language restates the intent of the House bill which is that the administration may not solely on the basis of a mileage limitation withhold approval of a construction grant request. The Committee does not specifically set nor endorse any mileage-certain limitation. The Committee does expect the Washington Metropolitan Area Transit Authority to work in the most cost- and program-efficient manner within the funds provided under the Stark-Harris authorization.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

(LIMITATION ON ADMINISTRATIVE EXPENSES)

Limitation, 1984	($1,800,000)
Budget estimate, 1985	(1,822,000)
House allowance	(1,822,000)
Committee recommendation	(1,822,000)

The St. Lawrence Seaway Development Corporation is a wholly owned Government corporation established by the act of May 13, 1954, responsible for the development, operation, and maintenance of that part of the seaway between Montreal and Lake Erie, within the territorial limits of the United States. Under the provisions of subtitle II of the Government Corporation Control Act, the Corporation prepares a business-type budget which is submitted for consideration by Congress. Subject to a limitation on administrative expenses, the Congress authorizes the Corporation to make expenditures from available funds and borrowing authority, and to enter into contracts without regard to fiscal year limitations as are necessary to carry out the programs set forth in its budget.

The Corporation's operations program provides for operation of all facilities, for maintenance—including major items which are deferred to the non-navigation season—and for planning and development activities. Under its replacements and improvements program, the Corporation undertakes various capital improvements to upgrade and modernize its facilities.

The Committee recommends a limitation of $1,822,000 on administrative expenses, which is the same as the House allowance and the same as the budget request.

The Committee notes and encourages the recent efforts undertaken by the Corporation to market its operations and broaden its appeal to potential customers.

The Committee expects that the consolidated 5-year capital plan which will be used to develop the 1986 fiscal year budget estimates will be provided to the Committee by February 1, 1985.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

Appropriations, 1984	$20,200,000
Budget estimate, 1985	18,623,000
House allowance	
Committee recommendation	20,394,000

The Research and Special Programs Administration (RSPA) was established by the Secretary of Transportation's organizational changes dated July 20, 1977. It consolidated functions formerly assigned to the Assistant Secretaries for Environment, Safety, and Consumer Affairs; Systems Development and Technology and Administration; and includes the Transportation Safety Institute (TSI). It also drew functions from the General Counsel and it absorbed the Transportation Systems Center (TSC) and the Materials Transportation Bureau (MTB).

The Research and Special Programs Administration serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to pipeline safety and to transportation of hazardous cargo by all modes of transportation. Responsibilities of the administration are carried out under the following activities:

Operations.—This activity provides for central supervisory and management functions, including a management information system necessary for overall planning and direction of the administration. This activity also provides for management and execution of transportation programs involving passenger and cargo security, facilitation services, national emergency plans/preparedness and management of the Transportation Safety Institute. It also provides for hazardous materials and pipeline safety regulatory and enforcement programs.

Research and development.—This activity provides for research to support hazardous materials and pipeline safety regulatory and enforcement programs to complement research programs of other operating administrations, and to stimulate industry efforts to advance transportation technology.

Grants.—This activity provides for grants-in-aid to State agencies of up to 50 percent of the actual costs for conducting a gas pipeline safety program as authorized by the Natural Gas Pipeline Safety Act of 1968.

The Committee recommends that $20,394,000 be appropriated for research and special programs. This amount is the $1,771,000 more than the budget request and $20,394,000 more than the House allowance.

The amount provides a $4,500,000 level for the natural gas pipeline safety grants-in-aid program, an increase of $1,000,000 over the amount requested. This program is authorized to fund up to 50 percent of State costs for pipeline inspection but at the funding level requested, would cover about 30 percent of State costs. The Committee has heard from several States regarding their reconsideration of participation in this program because of the low Federal match. The Committee has provided increased funding to permit the Federal Government to increase its match to encourage State participation. The action is taken also in support and recognition of the priority emphasis given by the Secretary on safety programs..

The bill includes language requested in the budget to allow training cost reimbursements to be credited to this appropriation. In the event such receipts are not realized in the amounts assumed in the budget, it is expected that costs will be controlled to stay within available funds.

The Committee does not concur with the transfer of RSPA functions to the Office of the Secretary and establishment of the Materials Transportation Bureau as a separate entity, as proposed by the House. However, the Committee concurs with the general provision in the House bill which continues the current status of the Transportation Systems Center while allowing for further study.

The Committee has not included funding for the seven new positions for the hazardous materials enforcement initiative. The Committee has reviewed justification material for these positions and feels this type of additional resources would not materially improve hazardous material enforcement. Futhermore, the Committee will review RSPA's cost-benefit study of decentralization of enforcement personnel. The Committee allowance includes 146 research and special program positions and 527 Transportation Systems Center positions.

In addition $1,000,000 is provided for the 29 positions assumed to carry out functions currently performed by the CAB Data Processing Division and Information Management Division. This activity transfers to the Research and Special Programs Administration after CAB sunset.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 1984	$26,795,000
Budget estimate, 1985	27,306,000
House allowance	27,200,000
Committee recommendation	27,956,000

The Inspector General Act of 1978 (Public Law 95–452), created an independent and objective organization to conduct and supervise audits and investigations designed to (1) promote economy, efficiency, and effectiveness, and prevent and detect fraud and abuse in departmental programs and operations; and (2) to provide a means of keeping the Secretary of Transportation and Congress fully and currently informed of problems and deficiencies in the administration of such programs and operations.

The headquarters audit operation is composed of program offices which correspond to one or more transportation modes. Audit offices are located in 9 of 10 standard Federal regions. There are also five regional investigative offices which are responsible for all investigations within their designated areas.

The Committee recommends $27,956,000, which is $756,000 more than the House amount and $650,000 more than the budget request. Within this level, the Committee approves 16 additional positions to be transferred from the Civil Aeronautics Board after its sunset to audit essential air service subsidies.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

Salaries and Expenses

Appropriations, 1984	$1,900,000
Budget estimate, 1985	2,000,000
House allowance	2,150,000
Committee recommendation	2,000,000

The Architectural and Transportation Barriers Compliance Board was established by section 502 of the Rehabilitation Act of 1973 to ensure compliance with the Architectural Barriers Act of 1968. Its primary role is to effectuate a compliance program to ensure accessibility and usability of most Federal and federally-funded buildings by all persons. The Board's functions include: (1) insure that public conveyances, including rolling stock, are readily accessible to, and usable by, physically handicapped persons; (2) investigate and examine alternative approaches to eliminate architectural, transportation, communication, and attitudinal barriers; (3) make recommendations and prepare policy reports to the President and Congress on measures to eliminate such barriers; (4) provide technical assistance to all programs affected by title V of the Rehabilitation Act with respect to overcoming architectural, transportation, and communication barriers; (5) establish minimum guidelines and requirements for the standards issued under the Architectural Barriers Act, as amended. The 22-member Board is composed of 11 public members appointed by the President and 11 Federal agency heads.

The bill includes $2,000,000 for the Board, which is the same as the budget request and is $150,000 less than the House allowance.

The Committee expects that at this budget level the Board will be able to fund 27 full-time equivalent positions and have a research program level of $350,000. This funding level is necessary to continue compliance and enforcement activities and to increase research into reserved sections of the Board's minimum guidelines and requirements.

This funding is provided with the full expectation that there will be no further lapsing of already appropriated funds and that the difficulties concerning the timely and efficient use of funds have been resolved.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 1984	$20,858,000
Budget estimate, 1985	20,845,000
House allowance	21,700,000
Committee recommendation	21,700,000

The Independent Safety Board Act of 1974 established the National Transportation Safety Board as an independent Federal agency to promote transportation safety by conducting independent accident investigations. In addition the act authorizes the Board to make safety recommendations, conduct safety studies, and oversee safety activities of other Government agencies involved in transportation. The Board has no regulatory authority. The Board's effectiveness depends on its reputation for publishing impartial and accurate accident reports, issuing viable safety recommendations, and on public demand for better transportation safety.

The Committee recommends $21,700,000 for the National Transportation Safety Board, which is the same as the House allowance and $855,000 more than the budget request.

The amount provided is the Committee's estimate of funds necessary to support an employment level of 340 work-years, as provided by the House and an increase of 20 over the budget request.

The Committee notes with concern that the increase provided for personnel in last year's appropriation was not applied directly to staffing costs. The Committee expects that the increase over the budget request be applied to enhancing the Board's safety activities, rather than for administrative support such as overhead costs, printing, and awards.

CIVIL AERONAUTICS BOARD

SALARIES AND EXPENSES

Appropriations, 1984	$18,400,000
Budget estimate, 1985	19,046,000
House allowance	5,600,000
Committee recommendation	5,600,000

The Civil Aeronautics Board (CAB), an independent agency responsible for the regulation, promotion, development, and maintenance of an efficient and innovative air transportation system, is scheduled to sunset on January 1, 1985.

The Committee recommends an appropriation of $5,600,000 for Board activities for the period of October 1, 1984 through December 31, 1984. The amount provided is the same as the House level and also includes funds for functions which, under current law, transfer to the Department of Justice and Federal Trade Commission after sunset.

Remaining activities are funded under the Office of the Secretary, Federal Aviation Administration, Office of Inspector General, and Research and Special Programs Administration.

PAYMENTS TO AIR CARRIERS

Appropriations, 1984	$50,800,000
Budget estimate, 1985	52,000,000
House allowance	52,000,000
Committee recommendation	52,000,000

The Committee recommends $52,000,000 for fiscal year 1985 payments to air carriers, which is the same as the budget request and the House allowance. Also included in technical bill language to provide for the liquidation, if necessary, of fiscal year 1984 obligations under the special subsidy program with fiscal year 1985 appropriations, as well as language to transfer any unexpended balances to the Department of Transportation after sunset.

ESSENTIAL AIR SERVICE

The bill provides for the restoration of guaranteed essential air transportation at Hazleton, Pa. Although determined by the Civil Aeronautics Board to have been entitled to service of at least two round trip flights, 5 days per week, pursuant to CAB Order 79–10–159, Hazleton has been without such service since August 1981, when the Board, in effect, withdrew the statutory guarantee of air service at Hazleton by declaring the level of service it would thereafter guarantee at zero. (CAB Order 81–8–34.) In accordance with the statutory provisions of the small community air service program, 49 United States Code section 1389 (a) and (f)(1), Hazleton is entitled to a minimum level of service of two daily round trips, 5 days per week.

The bill provides a cap for the compensation to be expended to resume essential air service at Hazleton. The Committee understands that the Hazleton community has expressed an interest in sharing the costs of the compensation that will be necessary to resume air service and joins with the Civil Aeronautics Board in commending the community for its efforts to reestablish air service. With such unprecedented community support, the Federal share of the subsidy can be limited to one-half of the full $206,000 cost of compensation necessary to resume the minimum level of guaranteed essential air transportation. Such community support provides the best opportunity for Hazleton to develop air service that can become self-sustaining after the scheduled expiration of the small community air service program in 1988. The subsidy is expected to establish an average 5 enplanement daily level by the last month of the first year, and an average 10 enplanement daily level by the last month of the second year. Levels below these amounts will be construed as grounds for terminating the subsidy.

In addition, the Committee has been made aware of disputes regarding interest compensation due carriers pursuant to section 322 of Public Law 97–369, the Fiscal Year 1983 Transportation Appropriations Act. Problems have occurred since the CAB did not notify affected carriers, which had settled compensation claims, about the new law, and since CAB did not issue regulations regarding interest compensation until December 1983. The Committee directs that firms which settled compensation claims in 1982 and 1983 be allowed 120 days from the date of enactment of this bill to file for interest compensation.

The Committee reiterates its continuing support for section 323 of Public Law 97-369 pertaining to essential air transportation within Alaska and directs the Civil Aeronautics Board to continue to implement the provisions of that section.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Appropriations, 1984	$60,000,000
Budget estimate, 1985	53,966,000
House allowance	54,550,000
Committee recommendation	48,000,000

The responsibilities of the Interstate Commerce Commission for regulation of the surface transportation industries are undergoing reexamination and redefinition. In 1980, Congress passed the Motor Carrier Act of 1980. The objectives of the act are to reduce regulatory barriers for those wishing to enter the motor carrier industry, provide greater rate flexibility, ensure protection of shippers' interests, and promote competition within the industry. Congress has also passed reform legislation for the railroad, bus, and household goods industries.

The bill includes an appropriation of $48,000,000 for the salaries and expenses of the Interstate Commerce Commission, which is $6,550,000 less than the House allowance and $5,966,000 less than the budget request.

The following is a summary of the Committee's recommendations:

Office	Fiscal year 1985 budget request	House allowance	Committee recommendations
Commissioners and their offices	$4,976,000	$4,500,000	$3,042,000
Staff-years	(85)	(78)	(62)
Secretary	$2,933,000	$2,900,000	$2,500,000
Staff-years	(74)	(74)	(64)
General Counsel	$1,884,000	$1,850,000	$1,390,000
Staff-years	(31)	(31)	(25)
Proceedings	$9,289,000	$9,200,000	$8,550,500
Staff-years	(170)	(170)	(160)
Hearings	$844,000	$825,000	$825,000
Staff-years	(12)	(12)	(12)
Special Counsel		$475,000	$475,000
Staff-years		(7)	(7)
Transportation Analysis	$2,791,000	$.2700,000	$1,838,000
Staff-years	(41)	(38)	(30)
Accounts	$6,509,000	$7,200,000	$6,509,000
Staff-years	(106)	(120)	(106)
Traffic	$3,902,000	$3,900,000	$3,900,000
Staff-years	(90)	(90)	(90)

Office	Fiscal year 1985 budget request	House allowance	Committee recommendations
Compliance and Consumer Assistance	$14,356,000	$14,550,000	$13,230,500
Staff-years	(280)	(280)	(260)
Managing Director	$6,482,000	$6,450,000	$5,740,000
Staff-years	(98)	(98)	(88)
Total	$53,966,000	$54,550,000	$48,000,000
Staff-years	(987)	(998)	(904)

Commissioners and their offices.—The Committee's bill language reduces the number of Commissioners from seven to five starting in fiscal year 1985. The effect of this would reduce the budget request by approximately $1,000,000, to $3,976,000. In addition, the Committee expects further savings can be achieved by reducing the Chairman's office by 2 staff-years and each remaining Commissioner's staff by 1 staff-year and the satellite offices associated with the Chairman's position by 10 staff-years.

Secretary.—The Committee expects that the recommendation would require this Office to reduce staff-years by 10.

General Counsel.—This Office would experience a six person staff-year reduction. The Committee does not expect this reduction to impair the Commission's ability to conduct judicial review.

Proceedings.—The Committee is of the understanding that a major review is now under way within the Office of Proceedings and that there is potential for major reductions in that Office. The Committee recommendation would further reduce that Office to a level of 160 staff-years.

Hearings.—The Committee does not intend that further reductions be made in this Office. The Committee does not want to jeopardize the Commission's ability to handle oral arguments.

Special Counsel.—The Committee concurs with the House position which disallows the Commission's proposal to abolish the Office of Special Counsel. This Office services the public interest and is relied on heavily by small shippers, small rural communities, and public utility officials.

Transportation Analysis.—This Office, which was proposed for less of a proportionate reduction than other offices, is engaged in analysis and long-range planning. Though this Office might serve to inform the Congress and the public about the implications of deregulation and the current economic status of the various activities monitored by the Commission, it has rather served to promote further deregulation by administrative fiat. The Committee recommends that this Office be reduced an additional 11 staff positions.

Accounts.—The Committee has not recommended further reductions in this Office. It is concerned that the Commission have sufficient resources to discharge its continuing statutory responsibilities for economic regulation.

Traffic.—The Committee does not want to impair the primary mission of this Office, the filing and maintenance of the public tarrif file. Tariff information is necessary for legal rate determinations and form the basis for possible complaint filings.

Compliance and Consumer Assistance.—Based on the May 24, 1984, GAO report which clearly documents a tragic situation in this Office, the Committee has no alternative but to rescind its prior support of this program until the pervasive and serious deficiencies have been corrected. The GAO report stated that lead officials in this program were not aware of congressional direction in this area as to priorities or intent in the current legislation. GAO found further that the Commission has not developed clear and consistent program goals in light of policy changes resulting from regulatory reforms in 1980 and 1982.

The Committee will consider additional enforcement resources only if and when the Commission has demonstrated major progress in correcting the deficiencies noted.

STAFFING

The Committee expects that a number of organizational changes will have to be made to meet its directions and it suggests the following organization considerations:

—merge the Small Business Assistance Office into the Office of Compliance and Consumer Assistance;

—move the Equal Opportunity Office into Personnel;

—better coordinate the overlapping or duplicative functions of the Office of Proceedings and the Office of Hearings;

—review and suggest moving some regional and field office responsibilities back to the central office; and

—fully and effectively utilize review boards.

The proposed reductions would require elimination of duplicative functions, for example, the interpretation function from OCCA; and discretionary studies and undertakings by many offices, specifically Transportation Analysis.

OPEN MEETINGS

During hearings with the Interstate Commerce Commission, the Committee expressed its strongly felt concern that the agency had not held a public meeting since October 1982. During that period of time, almost 3,000 votes were cast using the notation voting process, including votes on such controversial matters as boxcar deregulation and coal price guidelines. The ICC was directed by the Committee to immediately change its process and open its meetings in order to comply with both the spirit and intent of the 1976 Government in the Sunshine Act. Since then on May 10, 1984, the ICC did hold an open meeting to amend its rules on meetings to require all significant issues to be voted on in public meetings. The new rule also permits any Commission member to request an open meeting on any item considered by that individual commissioner to be significant.

The Committee directs the ICC to follow the intent and spirit of both the Sunshine Act and its newly adopted rule. If only a small percentage of votes is conducted at open meetings, the Committee will not be satisifed and additional oversight hearings will be called.

UNIFORM RAIL COSTING SYSTEM

The Committee notes that the Interstate Commerce Commission is preparing to issue the uniform rail costing system (URCS). The Railroad Accounting Principles Board, under the Staggers Rail Act, has a mandate to evaluate the ICC's changes in rail accounting practices. Therefore, the Commission is directed to withhold the implementation of URCS until such time as the Railroad Accounting Principles Board has had an opportunity to review railroad accounting principles and report back to this Committee.

COMMISSIONERS

The Committee has included bill language which would reduce the number of Commissioners to five effective October 1, 1984, which is a reduction from the authorized level of seven. The effect of the Committee's action is a net savings of approximately $1,000,000, and the promotion of more efficiency and economy within the Commission.

The appropriate and required mix of Commissioners by political affiliation shall remain the same. In other words, with a five-member Commission, the party of the President shall have three seats and the other major party shall have two seats.

PAYMENTS FOR DIRECTED RAIL SERVICE

(LIMITATION ON OBLIGATIONS)

Limitations, 1984	($5,000,000)
Budget estimate, 1985	(10,000,000)
House allowance	(1,000,000)
Committee recommendation	(1,000,000)

Under the provisions of 49 U.S.C. 11125, when a rail carrier is in such financial trouble that it becomes impossible to continue its operations, the Commission is empowered to direct and pay another carrier to move that carrier's traffic for a period of up to 60 days, which can be extended for an additional 180 days if cause exists. In certain cases, the Commission's use of this authority has not resulted in any cost to the Federal Government. However, there have been several instances where the use of this authority has resulted in a significant liability for payment to an operating carrier by the Federal Government.

The Committee provided an obligation limitation of $1,000,000 for fiscal year 1985, even though no additional directed rail service is anticipated for 1985. In the event that such authority needs to be exercised by the Commission, proper and timely notification to Congress is required. The limitation is the same as the House allowance.

PANAMA CANAL COMMISSION

OPERATING EXPENSES

Appropriations, 1984	$409,662,000
Budget estimate, 1985	416,046,000
House allowance	413,350,000
Committee recommendation	406,346,000

The Panama Canal Commission is an agency of the executive branch of the U.S. Government, provided for by the Panama Canal Treaty of 1977, and established by the Panama Canal Act of 1979 (93 Stat. 452; 22 U.S.C. 3601 et seq.), enacted September 27, 1979. The authority of the President of the United States with respect to the Commission is exercised through the Secretary of Defense and the Secretary of the Army. The Commission is supervised by a nine-member Board; five members are nationals of the United States and four are Panamanians. Board members who are U.S. nationals are appointed with the advice and consent of the Senate.

The Commission was established to carry out the responsibilities of the United States with respect to the Panama Canal under the Panama Canal Treaty of 1977. In fulfilling these obligations, the Commission manages, operates, and maintains the Canal, its complementary works, installations, and equipment, and provides for the orderly transit of vessels through the Canal. The Commission will perform these functions until the treaty terminates on December 31, 1999, when the Republic of Panama will assume full responsibility for the Canal.

Under the Panama Canal Act of 1979, the Commission is expected to be financially self-sufficient and to make payments to the Republic of Panama as specified in the Panama Canal Treaty of 1977. The amount recommended includes $70,860,000 in annuity payments to Panama pursuant to paragraphs 4(a) and 4(b) of article XIII of the treaty and $10,000,000 for public services to be provided by Panama under paragraph 5 of article III. No funds have been included for payments to Panama under article XIII, paragraph 4(c). These amounts are to be paid out of appropriations only to the extent that Canal operating revenues exceed expenditures of the Commission. Since the Committee does not anticipate that revenues will, in fact, exceed expenditures, no funds are recommended for this purpose.

The bill includes $406,346,000 for the operating expenses of the Panama Canal Commission, which is $9,700,000 less than the budget request and $7,004,000 less than the House allowance. This reduction from the request represents a $3,316,000 decrease over last year's level, and is in keeping with reduced levels of traffic. The Committee approves 8,101 positions as requested in the budget. The bill does not provide a single appropriation for the Commission's operating and capital activities, as proposed in the budget.

The Committee's reduction from the request can be accomplished through holding the administrative and general program level constant with fiscal year 1984, while allowing for the requested cost-of-living adjustment associated with the loss to U.S. citizen employees of postal and exchange facilities. It is anticipated that an accurate reflection of the value of lost services will be provided by the Board after it has reviewed the results of the ongoing comparability study.

CAPITAL OUTLAY

Appropriations, 1984	$29,438,000
Budget estimate, 1985	27,900,000
House allowance	23,500,000
Committee recommendation	27,900,000

The Committee has approved the budget request of $27,900,000 for the capital outlay program of the Commission. This amount is $4,400,000 more than the House allowance.

This is comprised of $18,815,000 for transit projects, $3,092,000 for utilities, $1,010,000 for housing and $4,983,000 for general support projects. The major projects approved include $4,133,000 for three locomotives, $1,700,000 to continue the dump scow replacement program, and $1,118,000 to replace launches and launch engines.

UNITED STATES RAILWAY ASSOCIATION

ADMINISTRATIVE EXPENSES

Appropriations, 1984	$2,100,000
(By transfer)	(400,000)
Budget estimate, 1985	....
House allowance	2,100,000
Committee recommendation	2,000,000

The United States Railway Association was established in 1974 to restructure the bankrupt railroads of the Northeast. The Association developed a plan which resulted in the creation of the Consolidated Rail Corporation (Conrail) on April 1, 1976, bringing together the rail properties of the seven bankrupts into a single system. Since that time, USRA has served as Conrail's banker and has monitored the Corporation's progress toward self-sufficiency for the Congress. The Association has also had primary responsibility for defending the Government's interest in the litigation over the value of the rail properties transfered to Conrail from the bankrupt estates.

The Committee recommends an appropriation of $2,000,000. This funding level is $100,000 less than the House allowance.

These funds are provided with the expectation that the valuation litigation with the bankrupt railroads will have been completed and that successful transfer of the Alaska railroad to the State of Alaska will have occurred before January 15, 1985.

Although most of the USRA's statutory functions have been completed, the Committee believes it prudent to appropriate funds for the Association. The Committee expects the Association to provide reports to Congress on the actions of the Secretary of Transportation in carrying out the objectives of the Northeast Rail Service Act, that is, the sale of Conrail.

The Committee assumes that the 1985 appropriation with the estimated carryover of $500,000 of prior year funds is sufficient to fund the Association's activities in fiscal year 1985. The Committee intends to review the situation regarding the successful sale of Conrail to ascertain the funding needs and missions of the Association.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

INTEREST PAYMENTS

Appropriations, 1984	$51,663,569
Budget estimate, 1985	46,175,945
House allowance	46,175,945
Committee recommendation	46,175,945

The full budget request of $46,175,945 for the Federal share of the interest payments on the bonded indebtedness of the Washington Metropolitan Area Transit Authority is recommended. This is the same as the House allowance and the budget request.

The bond repayment agreement between the Department of Transportation and the Authority establishes an overall two-thirds Federal and one-third local cost sharing arrangement. However, for the interest payments due on July 1, 1979 through July 1, 1982 the Federal Government was authorized to fund up to 85 percent of the cost. To the extent the Authority has utilized these additional Federal funds (up to 85 percent), repayment will be required no later than January 1993. Funding for the construction of the rail system is mentioned earlier in this report under the appropriation for the Urban Mass Transportation Administration.

TITLE III—GENERAL PROVISIONS

The Committee concurs with the general provisions that apply to the Department and agencies funded through this legislation in fiscal year 1985 as approved by the House Committee in its reported bill, H.R. 5921, with the following deletions or changes:

Section 312. This provision has been amended to allow further study of the Transportation Systems Center.

Sections 313 and 314. These provisions would prevent the use of funds to proceed with proposed rulemaking regarding the repayment of construction differential subsidies.

Section 315. This provision establishes a statutory limitation of $1,000,000 for advisory committees of the Department of Transportation.

Section 316. This provision prohibits the use of funds for pipeline safety standards committees.

In addition the following new provision is added:

Section 314. This provision prohibits the use of funds to establish a new passenger cap at Washington National Airport.

Section 315. This provision continues first quarter controls on the obligation of highway contract authority.

COMPLIANCE WITH RULE XVI, PARAGRAPH 7

Rule XVI, paragraph 7 states:

"Every report on general appropriation bills filed by the Committee on Appropriations shall identify with particularity each recommended amendment which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session."

The provisions of the bill recommended by the Committee are included in existing acts or resolutions or are covered under acts or resolutions passed by the Senate during this session, with the exception of a provision relating to the Civil Aeronautics Board. Lacking authorizations are programs of the Coast Guard, two programs of the Federal Railroad Administration, certain programs of the Federal Highway Administration, the Research and Special Programs Administration, the Panama Canal Commission, and the United States Railway Association.

BUDGETARY IMPACT OF BILL

PREPARED BY THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(a), PUBLIC LAW 93–344

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation	Amount in bill	Committee allocation	Amount in bill
Comparison of amounts in the bill with the Committee allocation to its subcommittees of amounts in the First Concurrent Resolution for 1985: Subcommittee on Transportation and Related Agencies	NA	11,658	NA	[1] 26,392
Projections of outlays associated with budget authority recommended in the bill:				
1985				[2] 9,477
1986				9,698
1987				4,076
1988				2,691
1989 and future year				1,755
Financial assistance to State and local governments for 1985 in the bill		3,135		897

[1] Includes outlays from prior-year budget authority.

[2] Excludes outlays from prior-year budget authority.

NA: Not applicable.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1984 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1985

[Amounts in dollars]

Item (1)	1984 Appropriation (2)	Budget estimate (3)	House allowance (4)	Committee recommendation (5)	Senate committee recommendation compared with (+ or –): 1984 Appropriation (6)	Budget estimate (7)	House allowance (8)
TITLE I - DEPARTMENT OF TRANSPORTATION							
Office of the Secretary							
Salaries and expenses	41,275,000	42,191,000	49,835,000	50,592,000	+9,317,000	+8,401,000	+757,000
Transportation planning, research, and development	4,878,000	6,754,000	3,390,000	6,754,000	+1,876,000	---	+3,364,000
(Limitation on working capital fund)	(67,974,000)	(66,001,000)	(65,500,000)	(65,500,000)	(-2,474,000)	(-501,000)	---
Total, Office of the Secretary	46,153,000	48,945,000	53,225,000	57,346,000	+11,193,000	+8,401,000	+4,121,000
Coast Guard							
Operating expenses	1,656,256,000	1,714,131,000	1,754,821,000	1,740,000,000	+83,744,000	+25,869,000	-14,821,000
Appropriation for debt reduction	-263,544	-202,861	-202,861	-202,861	+60,683	---	---
(By transfer)	(12,550,000)	(44,941,000)	---	---	(-12,550,000)	(-44,941,000)	---
Total, operating expenses	1,655,992,456	1,713,928,139	1,754,618,139	1,739,797,139	+83,804,683	+25,869,000	-14,821,000
Acquisition, construction, and improvements	369,000,000	362,000,000	303,000,000	344,500,000	-24,500,000	-17,500,000	+41,500,000
(By transfer)	(300,000,000)	---	---	---	(-300,000,000)	---	---
Alteration of bridges	8,600,000	5,200,000	5,200,000	5,200,000	-3,400,000	---	---
Retired pay	341,300,000	334,800,000	334,800,000	330,800,000	-10,500,000	-4,000,000	-4,000,000
Reserve training	54,805,000	58,833,000	58,833,000	58,833,000	+4,028,000	---	---
Research, development, test, and evaluation	22,500,000	23,500,000	23,500,000	23,500,000	+1,000,000	---	---
Offshore oil pollution compensation fund	1,000,000	1,000,000	1,000,000	1,000,000	---	---	---
(Limitation on obligations)	(60,000,000)	(60,000,000)	(60,000,000)	(60,000,000)	---	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1984 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1985—Continued

[Amounts in dollars]

Item (1)	1984 Appropriation (2)	Budget estimate (3)	House allowance (4)	Committee recommendation (5)	Senate committee recommendation compared with (+ or −): 1984 Appropriation (6)	Budget estimate (7)	House allowance (8)
Deepwater port liability fund	1,000,000	1,000,000	1,000,000	1,000,000	---	---	---
(Limitation on obligations)	(50,000,000)	(50,000,000)	(50,000,000)	(50,000,000)	---	---	---
National recreational boating safety and facilities improvement fund:							
(Limitation on obligations)	(12,500,000)	(15,000,000)	(7,500,000)	(15,000,000)	(+2,500,000)	---	(+7,500,000)
(Liquidation of contract authorization)	(12,500,000)	(14,750,000)	(7,500,000)	(14,750,000)	(+2,250,000)	---	(+7,250,000)
Rescission	---	---	-107,500,000	---	---	---	+107,500,000
Total, Coast Guard	2,454,197,456	2,500,261,139	2,374,451,139	2,504,630,139	+50,432,683	+4,369,000	+130,179,000
Federal Aviation Administration							
Headquarters administration	56,900,000	72,370,000	70,000,000	68,900,000	+12,000,000	-3,470,000	-1,100,000
Operations	2,500,000,000	2,649,834,000	2,622,600,000	2,622,600,000	+122,600,000	-27,234,000	---
Subtotal, Operations and headquarters administration	2,556,900,000	2,722,204,000	2,692,600,000	2,691,500,000	+134,600,000	-30,704,000	-1,100,000
Facilities and equipment (Airport and Airway Trust Fund)	750,000,000	1,657,000,000	1,500,000,000	1,492,000,000	+742,000,000	-165,000,000	-8,000,000
Research, engineering and development (Airport and Airway Trust Fund)	263,452,000	269,000,000	265,000,000	266,000,000	+2,548,000	-3,000,000	+1,000,000
Grants-in-aid for airports:							
(Liquidation of contract authorization) (Airport and Airway Trust Fund)	(745,000,000)	(810,000,000)	(810,000,000)	(810,000,000)	(+65,000,000)	---	---
(Limitation on obligations)	(800,000,000)	(987,000,000)	(987,000,000)	(987,000,000)	(+187,000,000)	---	---

Operation and maintenance, Metropolitan Washington Airports	34,557,000	35,931,500	35,931,500	35,931,500	+1,374,500	---	---
Construction, Metropolitan Washington Airports	14,250,000	13,500,000	13,000,000	13,000,000	-1,250,000	-500,000	---
Total, Federal Aviation Administration	3,619,159,000	4,697,635,500	4,506,531,500	4,498,431,500	+879,272,500	-199,204,000	-8,100,000
Federal Highway Administration							
(Limitation on general operating expenses)	(200,000,000)	(217,492,000)	(208,800,000)	(204,891,000)	(+4,891,000)	(-12,601,000)	(-3,909,000)
Highway safety research and development	8,500,000	10,325,000	8,500,000	8,500,000	---	-1,825,000	---
Highway-related safety grants:							
(Liquidation of contract authorization) (Trust Fund)	(9,738,000)	(5,000,000)	(5,000,000)	(5,000,000)	(-4,738,000)	---	---
(Limitation on obligations)	(10,000,000)	(10,000,000)	(10,000,000)	(10,000,000)	---	---	---
Railroad-highway crossings demonstration projects	15,000,000	---	48,023,000	15,000,000	---	+15,000,000	-33,023,000
Intermodal Urban Demonstration Project	---	---	2,750,000	---	---	---	-2,750,000
Highway safety separations demonstration project	---	---	12,000,000	---	---	---	-12,000,000
Auto-Pedestrian separation demonstration project	---	---	---	1,750,000	+1,750,000	+1,750,000	+1,750,000
Federal-aid highways:							
(Liquidation of contract authorization)(Trust Fund)	(11,600,000,000)	(12,800,000,000)	(12,800,000,000)	(12,800,000,000)	(+1,200,000,000)	---	---
(Limitation on obligations)	(12,600,000,000)	(13,875,000,000)	(13,260,000,000)	(13,550,000,000)	(+950,000,000)	(-325,000,000)	(+290,000,000)
(Limitation on obligations -- general provision)	(-80,000,000)	---	---	---	(+80,000,000)	---	---
Emergency relief	20,000,000	---	---	---	-20,000,000	---	---
Mianus bridge emergency assistance	1,000,000	---	---	---	-1,000,000	---	---
Right-of-way Revolving Fund (limitation on direct loans) (Trust Fund)	(30,000,000)	(50,000,000)	(50,000,000)	(50,000,000)	(+20,000,000)	---	---
Motor carrier safety	13,020,000	14,066,000	14,066,000	14,066,000	+1,046,000	---	---
Motor carrier safety grants	8,000,000	16,000,000	14,000,000	16,000,000	+8,000,000	---	+2,000,000
Access highways to public recreation areas on certain lakes	4,270,000	---	---	5,000,000	+730,000	+5,000,000	+5,000,000
Waste isolation pilot project roads	5,800,000	---	---	16,400,000	+10,600,000	+16,400,000	+16,400,000
Total, Federal Highway Administration	75,590,000	40,391,000	99,339,000	76,716,000	+1,126,000	+36,325,000	-22,623,000

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1984 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1985—Continued

[Amounts in dollars]

Item (1)	1984 Appropriation (2)	Budget estimate (3)	House allowance (4)	Committee recommendation (5)	Senate committee recommendation compared with (+ or –): 1984 Appropriation (6)	Budget estimate (7)	House allowance (8)
National Highway Traffic Safety Administration							
Operations and research	78,000,000	90,157,000	80,850,000	84,850,000	+6,850,000	-5,307,000	+4,000,000
Highway traffic safety grants:							
(Liquidation of contract authorization) (Trust Fund)	(118,000,000)	(132,000,000)	(122,000,000)	(125,000,000)	(+7,000,000)	(-7,000,000)	(+3,000,000)
State and community highway safety (limitation on obligations)	(100,000,000)	(98,100,000)	(110,000,000)	(100,000,000)	---	(+1,900,000)	(-10,000,000)
Alcohol safety incentive grants (limitation on obligations)	(37,950,000)	(43,975,000)	(43,975,000)	(50,000,000)	(+12,050,000)	(+6,025,000)	(+6,025,000)
Total, National Highway Traffic Safety Administration	78,000,000	90,157,000	80,850,000	84,850,000	+6,850,000	-5,307,000	+4,000,000
Federal Railroad Administration							
Office of the Administrator	11,680,000	11,051,000	10,700,000	10,700,000	-980,000	-351,000	---
Railroad safety	28,900,000	26,691,000	24,300,000	26,061,000	-2,839,000	-630,000	+1,761,000
Railroad research and development	16,225,000	15,653,000	15,525,000	15,525,000	-700,000	-128,000	---
Rail Service Assistance	24,240,000	8,357,000	7,950,000	23,200,000	-1,040,000	+14,843,000	+15,250,000
Authority to borrow	854,000	---	---	---	-854,000	---	---
(By transfer)	---	---	(15,000,000)	---	---	---	(-15,000,000)
Total, rail service assistance	25,094,000	8,357,000	7,950,000	23,200,000	-1,894,000	+14,843,000	+15,250,000

Conrail labor protection	16,000,000	15,000,000	10,000,000	15,000,000	-1,000,000	---	+5,000,000
(By transfer)	(4,000,000)	---	(5,000,000)	---	(-4,000,000)	---	(-5,000,000)
Rock Island labor protection	35,000,000	---	---	---	-35,000,000	---	---
Northeast corridor improvement program	100,000,000	---	---	10,000,000	-90,000,000	+10,000,000	+10,000,000
Grants to the National Railroad Passenger Corporation	716,400,000	680,000,000	734,000,000	700,000,000	-16,400,000	+20,000,000	-34,000,000
(By transfer)	---	---	(4,000,000)	---	---	---	(-4,000,000)
Railroad Rehabilitation and Improvement Financing Funds:							
(Limitation on new loan guarantees)	(20,000,000)	---	(5,000,000)	(5,000,000)	(-15,000,000)	(+5,000,000)	---
Redeemable preference shares:							
Appropriation (Authority to borrow)	---	---	5,000,000	---	---	---	-5,000,000
Illinois feeder line assistance (by transfer)	(3,000,000)	---	---	---	(-3,000,000)	---	---
Total, Federal Railroad Administration	949,299,000	756,752,000	807,475,000	800,486,000	-148,813,000	+43,734,000	-6,989,000
Materials Transportation Bureau							
Salaries and expenses	---	---	14,175,000	---	---	---	-14,175,000
Urban Mass Transportation Administration							
Administrative expenses	29,200,000	31,487,000	31,400,000	31,400,000	+2,200,000	-87,000	---
Research, training, and human resources	54,800,000	44,800,000	48,000,000	54,800,000	---	+10,000,000	+6,800,000
Formula grants	2,386,592,200	2,389,500,000	2,550,000,000	2,389,500,000	+907,800	---	-160,500,000
Discretionary grants:							
(Limitation on obligations)	(1,225,000,000)	(1,100,000,000)	(1,125,000,000)	(1,120,000,000)	(-105,000,000)	(+20,000,000)	(-5,000,000)
(Liquidation of contract authorization)	(242,000,000)	(450,000,000)	(450,000,000)	(450,000,000)	(+208,000,000)	---	---
Interstate transfer grants-transit	295,400,000	250,000,000	320,000,000	250,000,000	-45,400,000	---	-70,000,000
Washington Metro	250,000,000	250,000,000	250,000,000	250,000,000	---	---	---
Total, Urban Mass Transportation Administration	3,017,992,200	2,965,787,000	3,199,400,000	2,975,700,000	-42,292,200	+9,913,000	-223,700,000
Saint Lawrence Seaway Development Corporation							
(Limitation on administrative expenses)	(1,800,000)	(1,822,000)	(1,822,000)	(1,822,000)	(+22,000)	---	---

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1984 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1985—Continued

[Amounts in dollars]

Item (1)	1984 Appropriation (2)	Budget estimate (3)	House allowance (4)	Committee recommendation (5)	Senate committee recommendation compared with (+ or -): 1984 Appropriation (6)	Budget estimate (7)	House allowance (8)
Research and Special Programs Administration							
Research and special programs	20,200,000	18,623,000	---	20,394,000	+194,000	+1,771,000	+20,394,000
Office of the Inspector General							
Salaries and expenses	26,795,000	27,306,000	27,200,000	27,956,000	+1,161,000	+650,000	+756,000
Total, title I, Department of Transportation:							
New budget (obligational) authority	10,287,385,656	11,145,857,639	11,162,646,639	11,046,509,639	+759,123,983	-99,348,000	-116,137,000
Appropriations	(10,286,795,200)	(11,146,060,500)	(11,265,349,500)	(11,046,712,500)	(+759,917,300)	(-99,348,000)	(-218,637,000)
Appropriations for debt reduction	(-263,544)	(-202,861)	(-202,861)	(-202,861)	(+60,683)	---	---
Authority to borrow	(854,000)	---	(5,000,000)	---	(-854,000)	---	(-5,000,000)
Rescission	---	---	(-107,500,000)	---	---	---	(+107,500,000)
(By transfer)	(319,550,000)	(44,941,000)	(24,000,000)	---	(-319,550,000)	(-44,941,000)	(-24,000,000)
(Limitations)	(201,800,000)	(219,314,000)	(210,622,000)	(206,713,000)	(+4,913,000)	(-12,601,000)	(-3,909,000)
(Limitations on obligations)	(14,815,450,000)	(16,239,075,000)	(15,653,475,000)	(15,942,000,000)	(+1,126,550,000)	(-297,075,000)	(+288,525,000)
(Limitations on direct loans)	(30,000,000)	(50,000,000)	(50,000,000)	(50,000,000)	(+20,000,000)	---	---
(Limitations on new loan guarantees)	(20,000,000)	---	(5,000,000)	(5,000,000)	(-15,000,000)	(+5,000,000)	---
(Limitation on working capital fund)	(67,974,000)	(66,001,000)	(65,500,000)	(65,500,000)	(-2,474,000)	(-501,000)	---
(Liquidation of contract authorization)	(12,727,238,000)	(14,211,750,000)	(14,194,500,000)	(14,204,750,000)	(+1,477,512,000)	(-7,000,000)	(+10,250,000)
(Appropriation for debt reduction)	(263,544)	(202,861)	(202,861)	(202,861)	(-60,683)	---	---

TITLE II - RELATED AGENCIES

Architectural and Transportation Barriers Compliance Board							
Salaries and expenses	1,900,000	2,000,000	2,150,000	2,000,000	+100,000	---	-150,000
National Transportation Safety Board							
Salaries and expenses	20,858,000	20,845,000	21,700,000	21,700,000	+842,000	+855,000	---
Civil Aeronautics Board							
Salaries and expenses	18,400,000	19,046,000	5,600,000	5,600,000	-12,800,000	-13,446,000	---
Payments to air carriers	50,800,000	52,000,000	52,000,000	52,000,000	+1,200,000	---	---
Total, Civil Aeronautics Board	69,200,000	71,046,000	57,600,000	57,600,000	-11,600,000	-13,446,000	---
Interstate Commerce Commission							
Salaries and expenses	60,000,000	53,966,000	54,550,000	48,000,000	-12,000,000	-5,966,000	-6,550,000
Payments for directed rail service (limitation on obligations)	(5,000,000)	(10,000,000)	(1,000,000)	(1,000,000)	(-4,000,000)	(-9,000,000)	---
Panama Canal Commission							
Operating expenses	409,662,000	416,046,000	413,350,000	406,346,000	-3,316,000	-9,700,000	-7,004,000
Capital outlay	29,438,000	27,900,000	23,500,000	27,900,000	-1,538,000	---	+4,400,000
Total, Panama Canal Commission	439,100,000	443,946,000	436,850,000	434,246,000	-4,854,000	-9,700,000	-2,604,000
Department of the Treasury							
Office of the Secretary: (Investment in Fund Anticipation Notes)	---	---	(5,000,000)	---	---	---	(-5,000,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1984 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1985—Continued

[Amounts in dollars]

Item (1)	1984 Appropriation (2)	Budget estimate (3)	House allowance (4)	Committee recommendation (5)	Senate committee recommendation compared with (+ or −): 1984 Appropriation (6)	Budget estimate (7)	House allowance (8)
United States Railway Association							
Administrative expenses	2,100,000	---	2,100,000	2,000,000	-100,000	+2,000,000	-100,000
(By transfer)	(400,000)	---	---	---	(-400,000)	---	---
Washington Metropolitan Area Transit Authority							
Interest payments	51,663,569	46,175,945	46,175,945	46,175,945	-5,487,624	---	---
Total, title II, related agencies:							
New budget (obligational) authority	644,821,569	637,978,945	621,125,945	611,721,945	-33,099,624	-26,257,000	-9,404,000
(By transfer)	(400,000)	---	---	---	(-400,000)	---	---
(Limitation on obligations)	(5,000,000)	(10,000,000)	(1,000,000)	(1,000,000)	(-4,000,000)	(-9,000,000)	---
RECAPITULATION							
Grand total, titles I, and II:							
New budget (obligational) authority	10,932,207,225	11,783,836,584	11,783,772,584	11,658,231,584	+726,024,359	-125,605,000	-125,541,000
Appropriations	(10,931,616,769)	(11,784,039,445)	(11,886,475,445)	(11,658,434,445)	(+726,817,676)	(-125,605,000)	(-228,041,000)
Appropriations for debt reduction	(-263,544)	(-202,861)	(-202,861)	(-202,861)	(+60,683)	---	---
Authority to borrow	(854,000)	---	(5,000,000)	---	(-854,000)	---	(-5,000,000)
Rescission	---	---	(-107,500,000)	---	---	---	(+107,500,000)
(By transfer)	(319,950,000)	(44,941,000)	(24,000,000)	---	(-319,950,000)	(-44,941,000)	(-24,000,000)
(Limitations)	(201,800,000)	(219,314,000)	(210,622,000)	(206,713,000)	(+4,913,000)	(-12,601,000)	(-3,909,000)
(Limitations on obligations)	(14,820,450,000)	(16,249,075,000)	(15,654,475,000)	(15,943,000,000)	(+1,122,550,000)	(-306,075,000)	(+288,525,000)
(Limitations on direct loans)	(30,000,000)	(50,000,000)	(50,000,000)	(50,000,000)	(+20,000,000)	---	---

(Limitations on new loan guarantees)..........	(20,000,000)	---	(5,000,000)	(5,000,000)	(-15,000,000)	(+5,000,000)	---
(Limitation on working capital fund)..........	(67,974,000)	(66,001,000)	(65,500,000)	(65,500,000)	(-2,474,000)	(-501,000)	---
Memoranda:							
(Appropriations to liquidate contract authorizations)...........................	(12,727,238,000)	(14,211,750,000)	(14,194,500,000)	(14,204,750,000)	(+1,477,512,000)	(-7,000,000)	(+10,250,000)
(Appropriation for debt reduction)..........	(263,544)	(202,861)	(202,861)	(202,861)	(-60,683)	---	---
Total, appropriations including appropriations to liquidate contract authorization and appropriations for debt reduction.............	(23,659,708,769)	(25,995,789,445)	(25,978,475,445)	(25,863,184,445)	(+2,203,475,676)	(-132,605,000)	(-115,291,000)